messing about in BOATS

Volume 30 – Number 5

September 2012

Special Features This Issue

Musings of an Old Boatbuilder – 2012 Texas 200

Sailing *Sweet Pea* – Finishing the Rushton Princess

Replanking an Abaco Dinghy

A Superior Oar Shaft – Boat Building in Ghana

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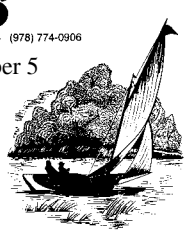

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In This Issue...

On the Cover...

Dave Lucas tells us all about this Fenwick Williams catboat, *Sweet Pea*, in this issue, how its bare hull lay neglected after he built it several years ago until one of the Tiki Hut gang, Howard, undertook to finish it off.

Commentary...

Bob Hicks, Editor

Amongst the boating publications with which we have exchange subscriptions are two from Great Britain that really have grabbed me because they are not only superbly well done magazines but also because they offer a window into how this messing about in small boats is enjoyed there. In sum, they seem to have a great time with an amazing variety of small boats. This is not to imply that we do not have a great time with our small boats here in the US but somehow the relative geographical scale of Great Britain (small!) brings them all closer together there than happens in our wide open spaces.

Pete Greenfield's *Watercraft* is a perfect bound (square backbone not saddle stitched) full color glossy cover (heavy enameled stock) 80 page bi-monthly (six issues per year) treat replete with wonderful photos and interesting articles covering the whole gamut of small craft from designs through building to sailing/rowing/paddling and also gatherings and club news. Pete is on his third magazine now, having previously edited two others devoted to classic boating, both of which he lacked financial control over and was ultimately displaced. He was determined that his third try would be entirely under his financial control and the current issue just arrived is #94 so he has succeeded.

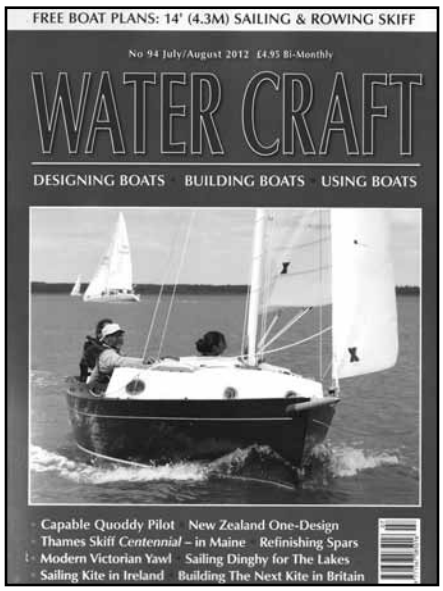
Pete has his own ongoing building project, a Bolger designed Chebacco 20 cat yawl, which he escapes to work on in his tiny "garden," no room for a shed other than a tiny "closet" shelter for the tools and supplies. The fact that I sailed in the first Chebacco built back in the early '80s by Brad Story in nearby Essex helped me to connect more closely with what Pete is up to. His publishing operation has gone far beyond mine in scale and scope but is still family run with his wife Maggie in the managing editor role and a small staff of supporting employees. I feel a kinship with what they are doing.

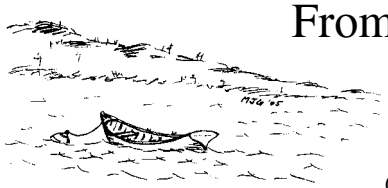
You can get the whole story on their website: www.watercraft-magazine.com.

Dinghy Cruising is another sort of effort entirely, being the quarterly journal of the Dinghy Cruising Association. I reprint almost monthly an article (see page 33 in this issue) from their superb journal (now 68 pages, down from 80 due to substantial postal increases) as they speak directly to what we enjoy here. Editor Keith Muscott puts this together four times a year as a labor of love for the 700+/- members, almost all of them in the UK understandably. Keith picked up the ball upon the sudden death of long time previous editor Joan Abrams (who was one of the founders of the organization) and has enhanced the original rather plain vanilla format (sorta like ours) with wonderful use of spectacular color photos accompanying articles mostly submitted by members that bring home to me far away the rewards of sailing (and camping out in) small open boats in their often quite turbulent coastal waters. While the people and places are unfamiliar to me, the experiences described and pictured are what many of us dream of doing.

You can get their whole story on their website: www.dinghycruising.org.uk.

Perhaps you get all you want from our pages and maybe *WoodenBoat* and subscribing to yet another magazine about the subject may be redundant, but if you do choose to do so you'll find that they will broaden your whole perspective on messing about in boats.





From the Journals of Constant Waterman

By Matthew Goldman
(Stonington, Connecticut)

Yesterday, I had eight to ten knots all afternoon and a lovely, if totally uneventful, sail. I covered a bit more than twenty miles in a bit less than six hours. I never heeled much more than twenty degrees. The only time I hit five knots was returning through Wicopesset Pass with the surging tide behind me. If something untoward doesn't happen to me soon, I may have to spin you a yarn.

People don't believe me when I tell them about my mermaid. They scowl when I try to explain to them the best way to scrub the barnacles from their bottom during a gale. From the bottom of their boat, that is. They roll their eyes at the tale of the sixty-pound lobster that chased me from Halifax to Port of Spain. What's a storyteller to do? Stick to the unvarnished truth? Where I come from, everyone expects plenty of varnish, six to eight coats every spring. The little badger in our boat shop can scarcely keep up with our demand for brushes.

It's time I sanded down the bright work on *MoonWind*. It's beginning to yellow in places and I dread having to wood her again this year. But doing maintenance on a mooring has many drawbacks. Firstly, it's a long swim ashore if I find I've forgotten something. Such as my spouse. And secondly, the boat tends to bounce just when I'm holding the varnish brush an inch from my partner's ear. Removing varnish from my loved one's hair with a dull pair of scissors on a rocking boat seldom conduces to a pleasurable life afloat. Nor does pouring mineral spirits over her head and scrubbing vigorously with a scotchbrite pad. When all else fails, I point my finger at the badger who made the brush. As usual, he's sitting on his ditty box, eating a cookie, and causing no trouble at all. Behaving myself has always proved the surest way to get myself into trouble. Why should the badger be exempt from the wrath of a glistening spouse?

When I fetched Wicopesset Pass on my outboard passage, the tide was pouring through it and the wind was dead abeam from Fishers Island. Both attempted to set me on the shoals on the eastern side. I headed as close to the island as I could and was swept to the center of the passage halfway through. I barely escaped the shoals, I should have headed fifty yards farther upwind and up current before I entered the pass.

Tacking mid-passage is risky, and there comes a point when I'm too close to the rocks to effect maneuvers. Losing steerageway for even seconds may spell ruin. I promise never to take Poseidon's name in vain, except during dire emergencies, and point as high as possible. I'm sure I missed those shoals by a good ten yards. And that was all the excitement I had the entire afternoon.

The rest of the time I only enjoyed the sailing. I bucked the outgoing tide as I beat toward Montauk Point for half the afternoon, lost ground in the process, and headed back the way I came when the tide condescended to turn. I motored the last three miles dead into the wind instead of tacking. It was getting late, and I worried I might not make it back to my mooring in time to catch the launch. Our launch service stops operation at seven o'clock. I suppose the driver needs to eat by then. Mariners no longer fare on wormy hardtack and stale water, they expect their creature comforts and deserve them.

They also need a respite from all our fantastic revelations. Our older launch driver feigns to be deaf in his good ear but totally unable to hear from the other. But this was only after I told him about the Naiads who rescued me from the maelstrom off Block Island and took me to their cavern beneath the sea. A weekend with Naiads always renders me garrulous, but when I said "maelstrom", he heard it as "sailed some", and told me I'd had a good breeze. And when I said "Naiad,' he heard it as "try, Dad", and told me to have a little respect for my elders.

(My next book signing will be at the Waterford, CT public Library, Tuesday, 18 September, 7pm. To view and purchase my books and cards please visit http://www.constantwaterman.com

Matthew Goldman aka Constant Waterman, Author and Illustrator
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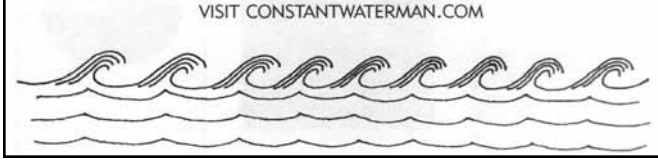
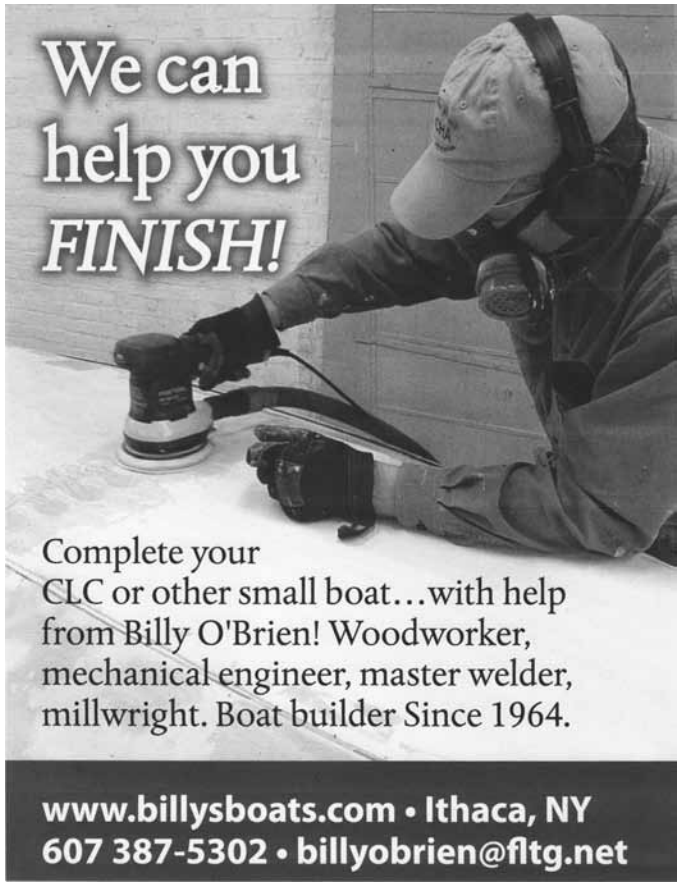




You write to us about...

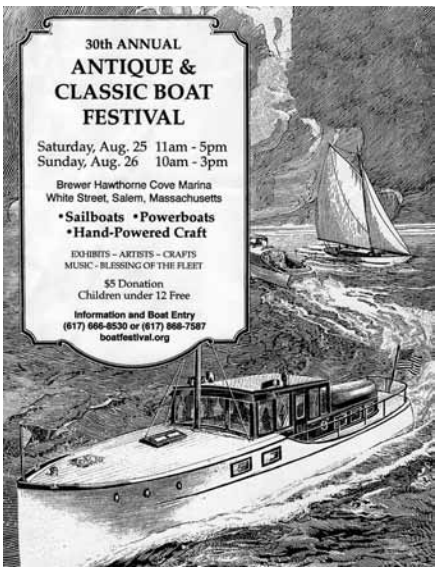
Activities & Events...

30th Antique & Classic Boat Festival

This year will be the Antique & Classic Boat Festival's 30th anniversary. Last year, we had to cancel because of Hurricane Irene. The only hurricane invited this year is the 1939 Concordia motorsailer *Hurricane*! The Festival will be held August 25-26 at Brewer Hawthorne Cove Marina in Salem, Massachusetts, with expanded public viewing hours to accommodate more visitors, Saturday, 11am–5pm, and Sunday, 10am–3pm.

We expect 40 or more vintage vessels to be on display, canoes, runabouts, motor yachts, sloops, cutters, schooners and much in between. The public gets to board many of the boats and vote for their favorites. We welcome readers' craft. Boats don't have to be in "show" condition. They can be large or small. Classic boat lovers can check boatfestival.org or call (617) 666-8530 for more information. We welcome volunteers as well!

Pat Wells, Festival Chairman, Somerville, MA



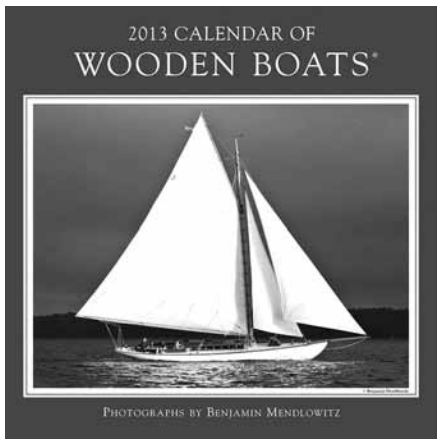
Information of Interest...

2013 "Calendar of Wooden Boats®"

The 2013 "Calendar of Wooden Boats®" in a 12"x24" wall format, offers 12 never-before-published photographs of classic wooden boats in a variety of coastal settings. Rich color, dramatic lighting and attention to detail are the ingredients that set the mood for this unique calendar. The sail collection includes the stunning Fife ketch *Belle Aventure*; an S.S. Crocker yawl; the Maine schooner *Mary Day*; a Baybird sloop and a classic catboat; two 12½s; an 86'x23' schooner used for sail training in Bermuda; and *Spartan*, the last New York 50 Class sloop of her kind. Featured power boats are the sardine carrier *Jacob Pike*, and *Charlena*¸ a converted lobster boat. The 2013 cover girl is *Nellie*, a 1902 N.G. Herreshoff designed and built cruising/racing sloop.

The captions are written by wooden boat expert Maynard Bray, who has been providing the text since the calendar's inception.

The "Calendar of Wooden Boats®" is available at bookstores, chandleries, select retailers and directly from NOAH Publications for $16.95. For more information about the calendar and our other products featuring the photography of Benjamin Mendlowitz, visit us online at www.noahpublications.com.



Deltaville Museum Burns

On the night of Wednesday, July 18, the main building and boat pavilion of the Deltaville (Virginia) Maritime Museum were destroyed by fire. All of the boats pierside, the Boatshop and Billz Bistro were undamaged. The fire was thought to have started in the W.A. Johns' Boat Shed of unknown causes, possibly electrical, and spread to the main exhibit building when the roof collapsed. The museum building is completely devastated, as is the boat pavilion which contained the W.A. Johns log canoe and several other historic small boats.

That afternoon museum volunteers and eight families from all over were in the final stages of building Wright's Skiffs during family boat building week. The pavilion had been tidied and tools put away in preparation for the next two days of contruction when neighbors reported flames. The families' boats were also a total loss, changing what was soon to be a joyful celebration into devastation.

While the museum main building was totally destroyed, the firefighters were able to save file cabinets and some models and pictures and artifacts. However, all the exhibits were destroyed. Luckily many original photos, including those of the *F.D. Crockett*, were stored offsite.

Amazingly the painting of the late friend and board member John Coe that hung in the John A. Coe Memorial Library was pretty much untouched, as was a painting and model of his steel schooner *Mistress Quickly*. His library did not fare so well, but hopefully the archives which his endowment is helping to develop were preserved.

To support the Deltaville Maritime Museum's rebuilding efforts please consider becoming a member of the Museum or make a generous donation to the Museum. Mail donations to Deltaville Maritime Museum, PO Box 466, Deltaville, VA 23043.

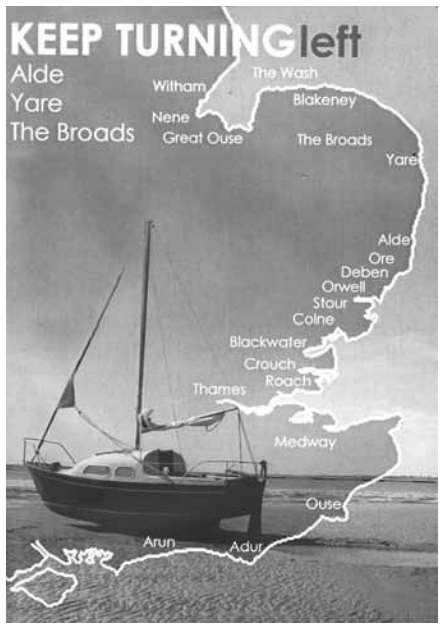
Check the Museum's website for information: http://www.detavillemuseum.com/

Keep Turning Left

I have a friend in England who decided to buy an old 19' sailboat and sail anti clockwise around England, going as far as possible up every river and creek. He finances the effort with a website and by selling DVDs of the journey. I distribute them in the US. His wife describes his business plan as "making about as much sense as standing on the corner and shouting at the traffic." So far it's working. When not messing he is a presenter on the BBC, freelance writer and videographer so the quality is high**.**

Look at his website (www.keepturning left.co.uk) as I think you will find it interesting, especially when he builds a Norfolk Sharpie (http://www.keepturningleft.co.uk/category/duck-punt-films/) in his garage. Definitely not *WoodenBoat* quality but, even with a two broom stick sprit, it sails like a witch.

Keith Elms



Mariners' Museum Donates Ferry Wheel

to Surry Historical Society

The steering wheel from the ferry *Capt. John Smith* has a new home in a familiar setting: Surry County, Virginia. The Mariners' Museum in Newport News donated the wheel to the Surry County Historical Society as part of the Society's ongoing project to renovate the ferry's deckhouse. On Friday, June 29, a team of Society volunteers accompanied the wheel from The Mariners' Museum to the Surry County Historical Society Museum at 281 Bank Street in Surry, where it is now on display. In time, the wheel will be returned to its original home, inside the *Capt. John Smith's* deckhouse, which awaits renovation at the Surry County museum.

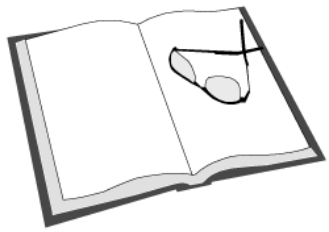
In 1925, the 65', 60hp *Capt. John Smith* became the first auto ferry across the James River, traversing the span from Jamestown to Scotland. The then Virginia Department of Highways assumed the ferry service in 1946, removing the ferry's deckhouse, presumably to make room for more cars. The vessel was taken out of service several years later.

The ferry wheel came to The Mariners' Museum in 1958 from S. Wallace Edwards, son-in-law of the late Capt A.F. Jester, who operated the *Capt. John Smith* and other ferry boats on the James River for many years.

In 2005, businessman Scott Wheeler donated the deckhouse to the Surry County Historical Society and Museums, Inc. In 2009 it was moved to the Society's property. A $200,000 Virginia Department of Transportation grant awarded in 2009 will be used to restore the 410sf deckhouse for use as a Museum. The Society must raise $40,000 as part of the grant. The Surry Historical Society is accepting donation checks toward the deckhouse project. Please note "Ferry Fund" on the memo line and send to PO Box 262, Surry, VA 23883. Donors who make gifts of $100 or more will be considered "Honorary Plankowners" and will receive special gifts.

To volunteer or for more information contact Bill Fox at (757) 869-3501 or wafox8@msn.com.

A group of volunteers from the Surry County Historical Society escorted the steering wheel from the *Capt. John Smith* ferry from The Mariners' Museum to its new home in Surry.—*Photo credit: Courtesy of The Mariners' Museum, Newport News, Virginia*

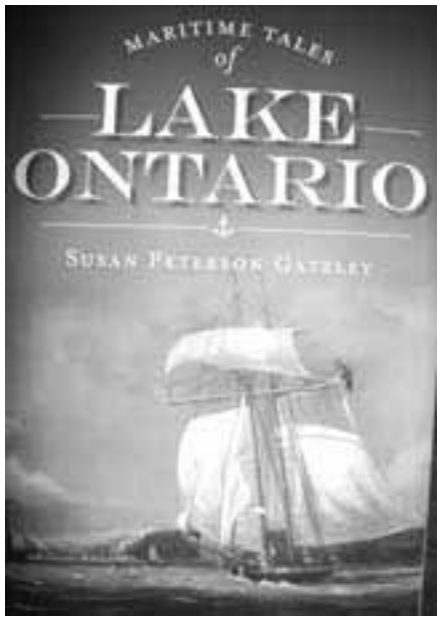


Book Review

Maritime Tales of Lake Ontario

By Susan Peterson Gately
Published by History Press
Charleston, SC 29403
www.historypress,com

Reviewed by Greg Grundtisch



Everyone enjoys a good yarn or tale. When the tale is true and historically accurate it is even better. When ships and boats and the sea (inland or otherwise) are in the mix, all the better yet.

This glorious book tells true and accurate tales of actual events that happened on and around this great Lake Ontario. The very beautiful cover has an impressive and lively schooner running before the wind. The tales inside are just as impressive and lively, maybe more so.

The stories are very well researched and taken from firsthand accounts from newspapers, logs, official report, and journals. The author puts it all together to tell the tales in such an accurate and compelling way that the reader just wants more; one finds oneself learning a little more about some American history that one may very likely not be aware of. A lot of history-making events happened on this lake, from the origins of America and Canada to modern day.

The first tale of this book is very timely, as it is about the war of 1812, which is in its bicentennial year. It is titled "The Lake Declares War" and, as this story unfolds, the lake sure does. The story begins with a brief history of the run up to the war and why it was declared; and some events that show how timing, luck, weather and other influences played important roles in how these events and battles were affected and changed the course of history. This story shows how Lake Ontario can be such a formidable force, every bit as dangerous as the ocean, and in some respects much more so.

Then there are tales of men and women who made maritime history on this freshwater sea, of ships, schooners, builders, sailors, captains, wrecks and how they all influenced the growth and evolution of Canada and America, both on the lake and the countries themselves.

The book finishes with a story of a lonely little island called Main Duck Island and a story of the effects of the St Lawrence Seaway system has had on the lake. "The Lonely Island" describes the past inhabitants and the island's use, both in the past and present day, and what the future holds for this cruising destination. The St Lawrence Seaway has had a tremendous effect on the economy and ecology of the lake and this last tale provides a description of these various effects.

The Great New England Hurricane of 1938

As Seen by a 7-Year-Old Boy

By Nick Fast

My mother and I, plus her brother, were living with her parents, spending the summer of 1938 in Bay Shore on Long Island, New York, in a bungalow on the main creek of the village. In the winter we moved to an apartment in New York City, but on Wednesday, September 21, we had not yet made the move, even though school had already begun.

To give some idea of the "lay of the land," Bay Shore is on the north shore of Great South Bay and Fire Island is about five miles to the south. Fire Island inlet is about nine miles away, and the only other inlet is about 30 miles to the east. The bay averages only about 5' deep, with the main channels less than 15' in depth. Tidal range in the ocean outside the inlet is 2'-3', in the creek behind the bungalow it is 11". Most of the bulkheading in villages along Great South Bay is 3' above low water and typical waterfront property elevation is not much more.

Fire Island averages less than a half mile wide, with very little elevation on the bay side, and dune faces on the ocean side of 10' to 15'. During a "typical" storm, not a hurricane, one can stand on top of a dune walkover and see the curl of breakers at eye level before they crash. That run-up will come up to the base of the dune and sometimes carve an escarpment a foot or two high.

That morning was windy and rainy, not a time to go out and play. My grandfather had taken my mother and uncle to the train station as usual so they could ride the Long Island Railroad to Manhattan to work. I stayed inside and watched the storm and played with my toy cars on the enclosed front porch. After lunch the wind quit and the sun came out. My grandmother said it was all right to go out and play, so I headed out.

The water in the creek was up to about where I was used to seeing it during a storm. I walked down to the Town Dock, only two blocks away, where my "friends," the charter boat captains, were busy tending dock lines and adding fenders on their boats. As I stood watching them, I noticed the water rising. It began to get stormy again, and it seemed a good time to high tail it back to the house before I got soaked. When I reached the beginning of our street, water was coming up through the storm drain, something I had never seen before. By the time I got back to our driveway, there was nothing but water between me and the house, and it was raining hard.

I waded in water up to my knees to the steps up to the front porch. The water was then up to the top step, but not on the porch floor. When I had dried off and changed clothes, I went back to the front door and saw that the water now covered the porch, one step below the house floor. There it stopped and stayed for the rest of the afternoon. I watched our canoe, which was stored upside down in the back yard to keep rain out, now right side up and floating toward the street where it grounded out on the sidewalk.

It was fortunate that the Long Island Railroad, all but the 15 miles nearest New York City, was steam powered. The train home was over two hours late, we had dinner after nine. The electricity was out for days on our part of the island. The train had to stop every mile or so for the crew to get down and clear trees, limbs, and other debris from the tracks.

We were also fortunate to have that large expanse of Great South Bay, plus Fire Island, between us and the ocean. Looking back from 74 years of boating and beach walking, I can see that there is no way the water level in the bay could have come up that far and that fast with water entering only through the inlets. Read on.

Afterwards my grandfather, after trying for days, finally talked one of the charter boat captains, whose boat was still operational, into taking him over to Fire Island five days after the hurricane, and I went along. The bay was littered with parts of houses grounded out on the shoal spots. I don't remember seeing any of the familiar buoys as we made our way across.

Our first stop was the housing development directly opposite Bay Shore, known as Saltair. Fire Island is wide in that spot and Saltair had over 500 houses. We could not get into the bulkheaded ferry basin because it was full of walls, roofs, floors and sections of wood walkways to a level well above my head from the pier, so we tied up outside.

I don't remember much about the walk across the island to the ocean, probably overwhelmed, until we reached the top of a shallow rise where the dune used to be. There was an equally shallow slope down to the water's edge. It was the calmest I had ever seen the ocean, waves only inches high where I always had seen surf up to my waist or higher in the past (and since).

I vividly remember the walk back to the bay. I divide it into thirds. The first third from the ocean was clean sand, nothing else. The middle third showed foundation posts for houses and those which had held the wooden walks, plus an occasional bathtub and toilet sticking up out of the sand. The final third, on the bay side of the island, had, progressively, some floors of houses, some walls standing at odd angles, many with big bites out of them where sections of walkway had been driven by, recognizable houses without roofs and finally perhaps two dozen mostly whole houses.

We got back aboard the boat and moved on to the east to Ocean Beach, which my grandfather had developed two decades earlier. On the turn into that harbor, I remember seeing the main ferry for that village stuck on a shoal well to the east of where it would have traveled normally. (In hindsight, I guess the captain made a wrong decision to risk a run to Bay Shore when the eye came over and got caught by the west wind on the back side of the storm.)

We had no trouble getting into the ferry basin at Ocean Beach, it had only minor debris in it. We walked to the ocean, on concrete walkways, and found most of the dune structure still in place, as well as most of the houses. My grandfather was very firm in his rules that no grass on top of dunes was to be disturbed, and oceanfront home owners were forbidden to walk over their dunes; they had to use the cross walks over the dune tops that everyone else used. Of 1,000 homes in Ocean Beach, we found only four that were totally destroyed, although many had significant damage.

I don't remember much about the trip home, but one house on the southwest tip of West Island was tipped on its nose with the front door in the water. It was still there ten years later when I left the area. It is easy to figure out where all the water got into Great South Bay in such a short time, it ran right over Fire Island in a lot of places.

We now live on Hilton Head Island in South Carolina. This barrier island is not very high; its dunes are only about 3' above high water. The floor of our house, a half mile from the ocean, is at elevation 14', but a spring tide is 9'. A hurricane the strength of New England's 1938 would leave only ten percent of the island above water at high tide. There hasn't been one here that strong since 1893, but then, before 1938, there had not been one that strong hit New England since 1815. And it was just 1989 when "Hugo" came ashore only 50 miles north of here. So we maintain a second home, our "hurricane house," 100 miles from the coast and 300' elevation. That should do it!

Musings of an Old Boatbuilder

Viewing the End of an Era

By Bill Haberer

The end of June this year found my wife and I back to our roots on Cape Cod and I took time to visit the former Edey & Duff boatyard in Mattapoisett where I had the privilege to work for ten years from 1985 to 1995. I had expressed the desire to see the yard for old times sake as I hadn't been there for a number of years. I was met there by Ed Pavao who had been the shop foreman for the last 30-plus years. For the record, E&D had been Eddie's only workplace as he was hired by Peter Duff right out of high school some 37 years before. Eddie and his brother-in-law Fernando, who were the last two workers in the shop when E&D closed, have happily found jobs at Ballentine's Boat Shop on Cape Cod building the Doughdish and Stuart Knockabout which were formerly built at Edey & Duff. They have also been using the E&D yard on weekends for boat repairs, etc.

The real shocker came when Ed informed me that I had indeed showed up at the right time as all the buildings that E&D and others had occupied were due to be razed later in July to make room for three houses! (I had the opportunity to meet two members of the extended family who had purchased the land. They know E&D and appreciate the boat building history of where they will live.) It was a surprise as I assumed that sooner or later another boat builder would move in as it was an established yard and an ideal spot for a boatyard!

No one seems to know how long the original buildings had been there as it was a boatyard long before Peter Duff and Mait Edey took it over in 1968 to build the Stone Horse. Other buildings were added as production expanded. It's still hard to realize that this great little company has closed its doors after 42 years and soon the physical memories will be gone as well. Yes, time goes by and we look back longingly to when the yesterdays were the todays and we thought they would never end.

Looking around, it was not a happy sight as the lack of use and upkeep had taken it's toll on the once pristine little boatyard. (It was very much like having a bad dream, only to find out, when awakened, that it was real.) There were five buildings and a big "A" frame on the property. None were big except the glass shop, but they were adequate and always filled with boats in some stage of construction.

The building I mostly worked in, where we built Dovekies and Shearwaters, was empty, dingy and dusty but still had the same brackets and hooks on the walls where we hung tools and equipment. The workbench along the wall and the shelf above were empty now. The drawers for screws, nuts, bolts, pop rivets, etc that we filled and emptied hundreds of times during production were all in place, but empty as well. Even the US map that I had stapled to the wall some 27 years ago to track boat inquiries and sales using multicolored pins was dust covered and faded, but still there! Yes, I did remove and save the "I Love My Fatty Knees" pin, one of those we gave away by the hundreds at boat shows. I myself had fastened it to the wall by the window many years before.

Stone Horse

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Shearwater

Sakonnet 23

The same empty feeling was manifest in the other buildings but I could, in my mind's eye, see Stone Horses, Doughdishs, Fatty Knees dinghies, Sakonnets, etc in various stages of construction. We were usually filled to the doors with boats and often we were in each others' way! The never empty coffee pot, the card game at coffee break and lunch, demo sails with new prospects, shipping parts and meeting excited owners when they came to pick up their new boat, all were part of the daily life we led.

Edey & Duff's legacy is still alive and well through the hundreds of boats of over 15 types that they built (including eight rowing whaleboats for the Saudi Arabian Navy)! Most are still in service today. As I mentioned previously, the Doughdish and Stuart Knockabout are being built at Ballentine's boatyard on Cape Cod. The Sakonnet 23 is now built at Marshall Marine, the catboat builder near New Bedford, Massachusetts. There is a new Fatty Knees Boat Co, also on the Cape.

The Stone Horse molds are at Crocker's Boatyard in Manchester, Massachusetts. This is a proper home as the owners' grandfather, S.S. Crocker, designed the Stonehorse, in wood of course, 81 years ago in 1931! Edey & Duff developed the fiberglass model and over the next 25 plus years built 151 of them. History was also made here for, in building the fiberglass Stonehorse, they were the first in the country to use Airex foam as a core material in a production mold! It is still one of the greatest sailing yachts for its size.

Future production of the Dovekie (153 built) and Shearwater (11 built) is not to be. They were Peter Duff's pride and joy and those who have owned them feel that they are the most versatile ultra-shoal-draft boats ever built. Most are still sailing today, some with their fifth and sixth owners! However, they were very labor intensive boats to build and only the finest materials available were used in their construction. That, along with the cost of the custom built stainless and bronze hardware that Peter designed, meant they were not inexpensive then and would be even more so today. Sadly, the molds will be cut up and taken to the scrap yard. (No, I didn't go and see them as the pain was great enough already.)

Thank you Peter Duff and Mait Edey for a unique little boat company. Thank you Tony Andersen, Dave Davignon and John Harding for continuing their dream. Thank you Eddie, Joe, Smitty, Fernando, Jimmy, Jaime, Jeannie and all the rest of the crew who put up with me over those many years, and thanks for the memories and the tears. (Yes, at 82 I feel it's still OK to "tear up" a bit.) So, with a thankful heart for the privilege of being a part of Edey & Duff, I share these musings.

PS: The big "Edey & Duff" sign had been taken off the building some time ago but there, near the front door, was the little blue and white nautical "Office" sign that greeted me every workday for ten years! At my request Eddie took it down and it now hangs proudly, and safely, on my "man room" door at my home in Hendersonville, North Carolina.

A Bolger Folding Schooner flies by under full sail.

2012 Texas 200

By George Fulk

The fifth Texas 200 was held June 11-15 this year. Much has been written about this annual event on the Duckworks website (www.duckworksmagazine.com), but *Messing About in Boats* has not contained any reports except for the nice piece about food preparation by Bill Nolan in the January issue this year. Tom Cole and I completed our Texas 200 in a Michalak-designed Mayfly 16 this year.

The Texas 200 is not a race, but rather more like a raid. All boats start off on the same day in Port Isabel, Texas, and sail 200 miles downwind through the intracoastal waterway (ICW) to Seadrift, Texas. Participants camp together at sites located about 40 miles apart along the way. Trucks and trailers are parked in Seadrift the day before the first day of sailing and a bus provides return transport to Port Isabel.

The first 120 miles of the ICW passes through Laguna Madre, a shallow body of water separated from the Gulf by Padre Island. North of Padre the ICW is protected by Mustang, San Jose and Matagorda Islands. The Laguna Madre is five to ten miles wide and ranges from 1' deep to 8' deep.

In places where it is very shallow the spoils from dredging form islands, so the ICW looks like a long, straight river with flat land on either side covered by low bushes or grass. In places where the water is deeper the spoils are covered by water and the ICW appears as a line of markers through open water. In such places, from the vantage point of the seat in a small boat, one can see only a strip of land low on the horizon to the west.

An Ooze Goose, a Michael Storer design.

The winds at this time of the year are from the south or southeast. Since we are sailing north, we can complete the whole event on a single starboard tack, except for short beats into the camping locations. Typically the wind velocity is 10-15mph until noon or so, then the wind increases to 20-25, gusting to almost 30mph. In stretches with open water the waves are short (3' maximum), steep and white capped. If we are in a narrow channel, there are only small ripples even when the wind is strong.

The high temperatures make this event difficult. This year temperatures were in the high 90ºs for most of the day, dropping to mid to low 80ºs at night. The heat index was over 100º during the afternoon. Protection from the sun is a must to prevent painful sunburn. One must drink plenty of water.

Mishaps/Close Calls

Due to the strong winds and the use of small boats necessitated by the shallow water, there were bound to be mishaps. These are some that I heard of.

On the first day a boat heeled sharply and suddenly, dumping the sailors into the water. Fortunately they were picked up, helped back into their boat and were able to continue and complete the event. More about that incident later.

Another boat had two waves come over the bow, filling the cockpit. This boat (a Whaler Harpoon) has scuppers that drain the cockpit, the floor of which is normally above the waterline. Because they were heavily loaded, the scuppers did not bail the boat immediately. By dropping their sail and turning on their motor, the sailors were able to pick up enough speed for the water to pass through the scuppers and bail the cockpit.

One boat broke its tiller but the sailors were able to reach the next campsite by lashing the stub of the tiller onto the rudder. Once at the camp site they replaced the broken tiller with a wheelbarrow handle someone had brought along.

One boat ran aground and became stuck in the mud because the roller reefing mechanism on the jib would not function due to the high winds. With the help of other sailors, they were eventually able to strike the jib and mainsail. However, the halyards were jammed and they could not raise the sails once they got off the mud. Instead, they raised a part of the mainsail by lashing it to the whisker pole which was, in turn, lashed to the mast.

At the end of day four, a boat capsized in 4' of water just off the beach where we camped. Three boats picked up the sailors and towed the boat to the shore. Some repair to the rigging was required.

Weeds often became entangled in the rudders and leeboards. This led to one near disaster. A single-handed sailor was trying to clear his rudder of weeds when he sailed into a channel marker hidden by the sail. This was a large marker, perhaps 30' tall.

The hull glanced off the marker but the back stay became tangled in the top of the marker where a light was mounted. The wind blew the boat around in a semicircle. As the sailor told me, "an angel came down and released the back stay's clip so the marker let go of me and I sailed away." There was no damage to his boat.

Many boats arrived at the Yacht Club on day three at the same time at the end of a narrow upwind channel. Many boats did not

Owner designed trimaran.

have motors. To avoid a collision one sailor had to jibe quickly. The boom hit his head just above the eye. The cut required four stitches. Fortunately medical help was close at hand.

Our Boat

The Mayfly 16, a Jim Michalak design, is an open 15.5' long boat with 7' long benches on either side in the middle and large storage chambers on either end. It has a single balanced lug sail which is very easy to reef, having two reef points. Reefing can be accomplished quickly while underway without the need to head into the wind and stall the boat.

Lateral resistance is provided by a single leeboard which is held down by a breakaway jam cleat. The rudder folds up and is held down by a lead weight. The boat has a flat bottom. Running aground is no problem as rudder and leeboard fold up easily. We had an 8' long push pole to push us off if we got stuck.

I built this boat to be strong without much thought to weight. We weighed it before leaving. With sail rig, a 4hp outboard, anchor, oars and gas it weighed 400lbs. The displacement weight is 900lbs, but with all the gear and two sailors the boat weighed 1,050lbs. Despite being a bit overloaded, the boat performed well. We completed the course without any damage to the boat nor any mishaps.

The speed of our boat was compromised due to dragging the stern. We seemed to be about the 10th slowest boat in fleet of about 30. Most boats were longer than ours and we got used to being overtaken by them. I was impressed by the Mayfly 14, a shorter version of my boat. It weighed about 140lbs and the sail was much better tuned for optimum performance.

One of the best things about this event was to see so many small boats of different designs in action. Jim Michalak's designs were represented by the two Mayflies, Happs Cut, Family Skiff and Caprice. Bolger-designed work included the folding schooner and light schooner. John Welsford's Walkabout was in this event, as was Lyden's Paradox and Michael Storer's Ooze Goose. Two Sea Pearls performed exceptionally well.

The Course Day by Day

Day 1: We left at 7:30am. It seemed like we flogged around in the harbor forever while we got our lazy jacks set properly. I was excited and nervous, Tom was cool and relaxed. We were in open water once out of the harbor. The winds were moderate, maybe 12mph, until about 9am when they piped up to 20mph, waves building and very steep. We took in one reef and the boat plowed through the waves and handled very well.

About a quarter mile ahead of us and off to the port side, I saw a boat suddenly heel over, then return to an upright position and sail on. Tom thought someone might have fallen off, but the boat seemed to continue on a true course. We debated sailing over to investigate when I saw a head bobbing on the water dead ahead of us.

We sailed close by him, handing off a seat cushion. We dropped our sail and motored back to him. Tom tied a loop in a line and passed it to the sailor. He used that as a stirrup. With one leg and two hand holds, he was able to pull himself into the boat quickly with some assistance. Now we were 225lbs overweight, but still moving along under control through whitecaps,

We motored over to his boat and found out that his companion had also fallen out of the boat but had been able to cling to the transom. He had been dragged through the water for a considerable time. He was unable to steer the boat, nor could he climb back in. Another boat had seen his difficulty and was pulling him into the boat by the time we arrived. They had called in Mayday as they did not know we had picked up the other sailor in distress.

All three boats were banging together in the choppy water. Transferring our extra passenger into his own boat was the most difficult part of this event for us. Once that was accomplished, everything was under control and we left on our way. The whole thing ended well but could have been a disaster. For me it was a sobering start to the Texas 200.

We arrived at Port Mansfield about 3pm. By this time the water was very lumpy and winds had picked up to a steady 25mph gusting to 30mph. Reaching the campsite on an island to the east of Port Mansfield would require beating 2½ miles into the steep chop. We were barely able to control the boat on the broad reach we were on.

We decided to turn into Port Mansfield harbor which was closer at hand. We dropped the sail, intending to motor in, but noticed that the boat was making good progress and we were under control with the yard 80% of the way down. We sailed into the harbor with the sail in this scandalized position, then dropped the sail completely and motored to the Chamber of Commerce dock. Soon there were 10 or so other boats with us.

We found a motel a few blocks away and enjoyed a good shower and fine fish dinner at the local restaurant. Others camped on the small grassy plot at the Chamber's pavilion. We dined with an 84-year-old veteran sailor and his grandson, who were participating in the Texas 200. This man was a remarkable sailor and in very good physical condition. They completed this event in a small 14' open production boat (Lido 14).

Day 2: We left at 7am after breakfast at the motel. At first we were in open water but by 11am had reached a place where the ICW was very narrow. The winds were moderate (12-15mph) until about 10am, so fortunately our time in the big water with big winds was short. Once in the narrow portion of the ICW, the water was flat and winds strong.

We sailed with full sail until noon, then put in one reef. We measured speeds consistently over 6mph the whole afternoon, peaking at 7.6mph. It was a pleasant and thrilling ride. By 2pm we had two reefs in. We saw many shore birds along the way; egrets, herons, gulls, ibises, oyster catchers. I wished I had brought my binoculars. We arrived at Happs Cut before 3pm and were about the fifth boat in.

The shore near the campsite was very muddy and the beach sandy. Wind continued throughout the night, making it difficult to cook our meal. We heated water and had noodle soup. With a pump-up shower we were able to rinse the salt off our bodies. We found some shade and drank the last of our cold beers.

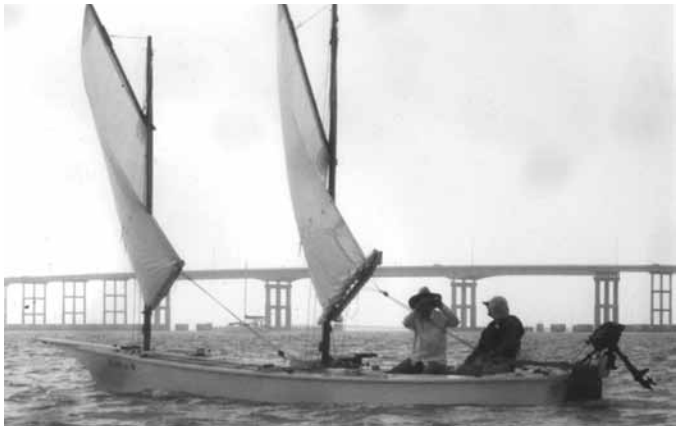
Day 3: We got a late start at 7:30am and were among the last to leave. The wind pattern of the previous two days was repeated, moderate winds until 10am, then increasing in the later morning and early afternoon. Again we were in open water early, but reached sheltered water by late morning. Most of the day we moved at 5mph, sometimes more, but we did not reach the screaming 7.6mph that thrilled us the day before. We arrived at the Padre Island Yacht Club toward the end of the pack.

People at the Yacht Club really went out of their way for us. We were served a great hamburger dinner with potato salad for $10 and cold beers for $1 each. We had use of their showers, more appreciated even than the beer. We were given rides to town for shopping, laundry.

I bought a wide brimmed straw hat and new shoes. My old sandals had come apart. We slept in an air conditioned room with bathrooms right at hand. These amenities really came at a good point in time, as long days in the hot sun and choppy waters were wearing me down.

Folbot kayak with inflatable pontoons.

A Bolger Light Schooner.



Day 4: We got an early start at 6:30am. We had gone over the route with some old timers and knew that this would be the most difficult day. The course included crossing Corpus Christi Bay early, then sailing through a busy ship channel, and finally crossing Aransas Bay late in the day when the winds would be high.

It sometimes was difficult to tell exactly where we were. We had intended to go on the windward side of Shamrock Island and I had a waypoint entered to guide us. I was watching the GPS every now and then, Tom was at the tiller. We had just 0.25 miles to go and I was trying to figure out just what piece of land Shamrock Island was.

After looking around, maybe daydreaming a bit, I noticed we had 0.36 miles to go to reach this way point. Then I noticed the course indicator was pointing backward. We had passed the waypoint and had missed our turn.

We jibed around to head back, but after a few minutes of beating to windward, decided just to go on the lee side of this island which was a small one anyway. Another jibe and another half hour of sailing put the island behind us.

I had put a waypoint into our GPS to guide us into the shipping channel which was further on. We headed towards this waypoint but I suspected something was wrong as it did not seem to match where I thought we were. Fortunately there was another Texas 200 sail in sight and we just followed him, leaving our waypoint behind us. After a time I began to see landmarks in their appropriate places so I knew that the waypoint had been incorrectly entered.

Once in the shipping channel, we did see a couple of huge barges, but surprisingly their wakes were small and the channel wide enough for us to keep well clear of them. We crossed the place where the ferries ran to Mustang Island. There were six ferries moving quickly over the short distance. We were told just to keep our course, as the ferries were very maneuverable and would avoid us. We had no trouble with this part of the passage.

When we reached Aransas Bay we hugged the windward shore instead of taking the shorter course across the bay. The only difficulty was that if we got too close to the shore, there was very little water. The water was not very clear so it was hard to tell the depth. We used our pole as a depth sounder. The leeboard touched bottom a few times. Normally we ran with the board up, but on this leg of the journey we had it down to warn us of shallow water.

We changed handling the helm every two hours. During our crossing of Aransas Bay I was at the tiller and Tom was sitting in the bow. We took a lot of spray over the side as waves were steep and wind strong. Before long Tom was pretty wet. During the next shift I got a salt water bath, too, but not quite so thoroughly.

We were getting used to the lumpy seas and constant motion of the boat. Keeping the boat on a steady course required a lot of work at the tiller. I don't know how the single-handed sailors were able to do this for six or eight hours nonstop.

We arrived at Paul's Mott at 4pm and landed on the beach without difficulty. The beach was made up of crushed oyster shells. This material would not hold fast a stake. Tom had a tall tent and the wind was blowing hard. We put oars over the windward tent stakes and then unloaded all the water containers and used them to hold the oars down. We had six 2.5gal containers of water.

The main event of the trip occurred here at Paul's Mott, a wedding. Cathy and Chris had met here during the Texas 200 two years ago and wanted to say their wedding vows on the same spot. One of the sailors was licensed to perform weddings in Texas. It was a nice ceremony with bridesmaids in South Sea attire, grass skirts over shorts. The lights of Rockport twinkled across the bay, millions of stars were in the skies. We all had wedding cake, champagne and gumbo. This is something the wedding couple will remember forever and so will I.

Day 5: The route for the last day was the shortest and the wind was the calmest. We had winds of 10-15mph and ran with full sail the whole day. After crossing the remains of Aransas Bay, we ran through a narrow channel that opened into San Antonio Bay.

We stayed in the ICW which formed an "L", each side being about 8 miles long. The first leg was in open water, the last sheltered. A man and small dog in a Folbot kayak with a small sail and outriggers beat us to the end point by crossing the bay directly. He was an intrepid sailor.

We had a motel reserved in Seadrift. The shower really felt good, as well as the cool, dry air in the air conditioned room. The town of Seadrift showed great hospitality, offering free cold drinks and dessert to go with our shrimp boil which the organizers had ordered from a local caterer. It was a great event and gave us plenty of time to exchange adventure stories. I was happy to have none to report.

Paddling Down East 1985

By Chuck Wright

At 5pm on August 15, 1985, we were approaching the end of a delightful day of paddling down the Kennebec and Sasanoa Rivers from Swan Island at Richmond, Maine, to the Appalachian Mountain Club cabin at Knubble Bay. This 19-mile canoe trip began with plans for a canoeing weekend at Knubble Bay by our southeastern Massachusetts chapter of the AMC. I'd read about canoeing the Kennebec River trip in *Canoeing* magazine and thought we should do it. Checking the tides for our Knubble Bay weekend revealed we were in luck, the tides would be right on the river. The tide is crucial for this trip.

Four of us could leave early in the afternoon on Thursday to get to the island by 5pm. Two more would join us after work. First to arrive at the landing in Richmond, I set off to reconnoiter the campsite, which I thought was a mile downriver. After paddling downstream about two miles looking for the campsite around each point and then paddling back to the landing, I discovered the camp was indeed a mile downriver, but on the other side of the island! It was getting late so we hurriedly ate dinner in Richmond, were joined by two more and then set off for the campground.

It had been a hot day but now a change in weather was heralded by distant thunder and lightning. Although the lightning was threatening, it provided light to see the river and island on this now very dark night. Without it, I doubt if we'd have found the campsite.

Finally, in the flashes, the shape of a building in a clearing appeared. Putting ashore, we found one of the ten Adirondack shelters we had been told were there and got our gear ashore just ahead of the rain. The local caretaker for the Maine Department of Inland Fisheries and Wildlife arrived to check on us saying she'd been worried when we'd not arrived earlier. Then, in slackening rain, we went back to the landing to guide the last two people to the campground.

We awoke on a beautiful Friday morning from a warm and remarkably mosquito-free night. After enjoying a good breakfast, we were looking about this attractive campground, empty but for us, when the caretaker arrived and took us on a tour of the four-mile long island in her truck.

She explained that the campsites fill up weekends but see little use weekdays. The once active community on the island is now revealed only in scattered traces, wildlife has taken over. We saw a few of the deer population and a huge eagle's nest that has been in use for many years. Surrounding the island are large areas of wild rice, which attract migrating Canada geese. It's an attractive island, well worth a visit.

It was about 11am before we got on the river, an hour later than I had estimated we should start to reach our camp at Knubble Bay by 5pm. The key to the trip was to pass through the Chops from Merrymeeting Bay shortly after the tide begins to ebb to have an ebbing tide the rest of the way downriver.

This was especially necessary at the two Hell's Gates which cannot be paddled against the tide. With the tide changing first downriver, there would be about four hours of useful ebb for us. This all meant the first part of the trip was paddled against the still incoming tide. Although the tidal flow was diminishing, it still made for slow going on the first part of the trip.

At our lunch stop near the end of Swan Island, we had come less than three miles and dire predictions were now forthcoming that we'd not make our camp before 8 or 9pm. But we were lucky, the weather front that passed through with those evening thunderstorms had brought the wind around so it gave us a 10 to 15mph wind at our backs.

Passing through upper Merrymeeting Bay, we saw several large birds in the distance, which might have included the bald eagle. Then, entering the Chops at about 2:30, an hour after the tide should have begun to ebb, we began to feel its pull. It wasn't as strong as I had imagined it would be, especially down past Bath, but we still made good time paddling at an easy pace.

Opposite the Bath Iron Works we turned into the Sasanoa River and approached the Hell's Gates. I didn't know what to expect of these, but we had no trouble. I took some water onboard my loaded canoe in the Lower Hell's Gate going through waves set up by a passing small ferry, but we all made it through unscathed.

After seeing several seals in Hockomock Bay, and passing Beal Island, we arrived at Knubble Bay camp at 5:30 after a successful and interesting trip, only half an hour after my projected arrival time. A fish kill on the Kennebec was the only thing that could be regarded as marring the adventure. Bluefish had come upriver in such numbers that they had depleted the oxygen in the river and many had died. We had first seen them below Swan Island and they were particularly plentiful above Bath. All day we had come across large schools of them breaking the surface. Were they gasping for oxygen?

On reaching camp, we awaited someone coming for the weekend. The first to arrive graciously agreed to drive three of us back to Richmond to pick up our cars despite having just made the long drive north. The trip down the river began a most enjoyable weekend at Knubble Bay. Locals said we had the best weather of the summer.

On Saturday morning we paddled with the incoming tide back up through Hockomock Bay to Upper Hell's Gate to play in the same river narrows that I'd been tense about the prior day. Playing in the strong current we found that we could paddle back through the Gate against the tide by using the eddies along the edge. This let us enjoy running down this powerful natural falls over and over again, sometimes plunging into waves to give the bow partner a lapful of water!

We discovered that powerboats coming up through the current set up standing waves we could surf while staying in place relative to the land. Some took time off from playing in our canoes to sit on the rocks to watch and dry. We had lunch on a ledge overlooking the rapids and enjoyed a beautiful, clear, sunny day.

Sunday, we paddled in the opposite direction to Robinhood Cove where we had a picnic on a ledge. We bid goodbye to the many osprey in the area and returned to camp to pack up for the trip home, stopping in a restaurant on the way to have dinner together before parting reluctantly. It had been a perfect and memorable weekend of good paddling in a beautiful place with good friends.

I canoed and kayaked in Massachusetts, Rhode Island, New York, Maine and Ontario from 1974 to 1991, often with members of the Appalachian Mountain Club. I wrote of several of these trips and the stories were published in *Messing About in Boats*. This one was published April 15, 1986.

We went to Knubble Bay camp each summer for several summers. This was a primitive cabin with no running water or electricity and a foul smelling outhouse. Water was collected from the roof in a barrel and there were gas lanterns for light. We often merely pitched tents on the grounds. The mosquitoes could be ferocious.

A Grand Day Out

By Steve Curtiss

Arriving early at Redwood City (California) harbor, I surveyed the territory and noticed only one other boater, a young fellow unloading a kayak from his truck on the other side of the street. Not paying much attention, I began untying things and putting stuff on the grass when I noticed strange noises coming from his direction, sort of guttural, gurgly and flatulent. Yikes, what did this dude have for breakfast? He seemed unconcerned, but the sounds increased, becoming more raucous and insistent. Usually the kayak crowd is quiet and polite, generally with fewer crazies and less rowdy behavior. I was confused.

Then I began to notice that there were large white things moving around in the trees over the young man's head, nesting egrets. I used to think of egrets as lean, graceful birds that quietly and majestically go about their natural business, but these birds at their nesting sight were rowdy, rasty and if my guess is correct without speaking the language, quite colorfully insulting. The whole area where we parked sounded like a third grade classroom when the teacher leaves for too long and the boys in the back of the room start practicing obnoxious sound effects. The kayaker had obviously heard them before and was paying no attention, so I took his lead, unloaded the boat and its attachments and tried to ignore the goofy sound track.

Between the twin sails and the amas, the boat has a fair number of parts to put together. I don't mind, because the parts are all light and easily handled (the masts are only 6.5' long) and it doesn't take long. My friend George showed up with his camera and had a nice walk surveying the area and snapping a few nautical pics. Pretty soon the boat was together on the dolly wheels and I walked it over to the boat ramp.

I rolled it down into the water, dropped the rudder, inserted the Hobie Mirage fin set to act as a centerboard and hopped into the cockpit. This particular ramp was designed by someone who doesn't sail much because it's down a narrow inlet (even narrower in low tide) and to get out one must sail directly upwind. The fins provided a little extra forward thrust, but still it was a few tacks before I could get some space and really begin to sail.

I like Redwood City harbor because there's always something to see. Boats are coming in and out, there's usually some shipping at the commercial dock, sometimes the Stanford women's team are out sailing or the kids are racing their Optis. There's always a few kayakers and I usually see some kind of boat I never saw up close before. Last time I stopped by just to take a look, some guys were unloading Surf Skis, very long, light, narrow hulls for zooming down swells further out in the bay.

My boat was comfortable and sailing well. The Hobie fins are not as efficient as my plain centerboard, so with them mounted in the centerboard slot I'm a little slower and can't point as high, but for this outing I wanted to have the option of pedal power to get out of tight spaces if I messed up. I decided to sail around the industrial area and down a narrow passage past Pete's Harbor and into a slough my wife and I have used for paddling. Not having sailed in tidal waters for a while, I was thinking of the incoming tide as a vertical rise in the water level which would help me get around in the shallower slough. But I didn't think about the fact that the tide was coming with me on the way in, but would soon subtract from my speed and make it difficult to get back out.

The boats at this marina are always interesting as well as the birds (a tern made a bullet dive and took a fish about 5' from my bow). A little bit past Pete's the slough looked intriguing but I didn't want to go too far up it, so I turned around and began heading back. Very soon I realized that I was in a 30' wide passage with expensive boats on one side and quick mud on the other, the wind was mostly on my bow and the tide was directly against me. Wow, just like some of the stories I've read in *MAIB*!

After many careful tacks, considerable bad language, a little use of the fin drive (I tried to stay mostly a sailor), I emerged somewhat sweaty from the passage and decided to head back for a snack. A little further on there was a nice area of open water where the wind was good for reaching and the hull got up to 5.5kts on the GPS in about 8-10kts of wind. That's hull speed for this boat's length, not bad for 31sf total sail area. The setup with the amas is very stable now with no worries of being too easily capsized. I can relax and take in the sights, juggle the GPS unit around in my lap to get a better view through the reflective clear bag I have it in and compare notes on other boats around me. (The sealed clear bag was necessary, since I had already splash drowned my earlier GPS and had gone through the semantics game with the manufacturer about whether it was REALLY supposed to be waterproof before they would replace it).

The tide was definitely higher now, and I decided to take a shortcut back and cut through the pilings of the old abandoned commercial pier. I have very short masts, so this looked like no problem, but at the last second, traveling at 4+kts, I looked up and saw cables and stuff hanging down from underneath the overhead beams. By this time, I was committed to going through, but could still sail a curvy path, so I veered around a bit and held my breath, and luckily everything cleared. Heading back downwind to the dock was pleasant and I practiced jibing back and forth.

Entering the actual ramp area I noticed that I had a little too much forward speed. Also, I was turning from a run to a reach at the last minute and the boat wanted to get legs. And this was happening at the same time I was releasing and pulling up the fin set. Not being good at doing multiple things at once, there was some minor panic in the last seconds as I heard George casually mention from the dock with a grin that I was "going pretty fast." Luckily, I could give it a quick zig zag to slow things down some and then hop out as the ramp got shallow, so all ended well. The boat is very light and easily moved by hand, and I popped in the dolly wheels and brought her back up the ramp.

After enjoying a nice snack George took off for other things and I headed out for another short sail, returning when the wind looked like it was going to die down for the afternoon (it actually jumped up to 15+kts as soon as I left, but who's counting). I took the boat out, and began to put things in the truck. It was a t this point I realized that earlier I had only heard egrets on the far side of the street but, in fact, they were now rowdily yakking and gurgling in the tree above my truck.

And so came another egret lesson, they have large and active colons, making seagulls look like dainty dieters. Over the last couple of hours my truck had become not merely a spotted animal but, I would have to say, more like a pinto. On the plus side, egret bomb sight technology is crude, so no direct hits on the boat rack, but a truck wash later in my driveway was now absolutely required.

After checking that the tiedowns were all tight, I avoided the freeway and took the slow road home, thinking over all the fun parts of the day and visualizing what things might need modifying before the next sail. My body was tired but pleasantly relaxed with that warm feeling I always get from having a grand (and quite educational) day on the water.

Sailing a Kayak??

By Kevin Harding

As a long time sailor I felt something was missing in my range of boating experiences when I gave up my last small boat (a 14' O'Day Javelin) several years ago. That boat was just too small and uncomfortable for a 64-year-old, 200lb man. So, in the interests of economy and because I have several canoes, kayaks, a rowing shell and a small motorboat, I decided my sailing days were over.

I live on a mountain lake of 2,500 acres and the winds tend to be erratic and unreliable. The ocean is two hours away but I've never liked trailer sailing with all of the rigging and setup required. So, although I missed sailing, I just thought my circumstances were just not right to make another investment in yet another boat.

Then I discovered "Kayaksailor" on the web last winter. I had looked into using a sailing kayak, but all the rigs on the market were essentially just simple sails to be used on a run. Reaching or beating were out of the question. If I was going back to sailing I wanted a boat that could really sail.

I'm a sucker for a well constructed web site and kayaksailor.com had great photos, great videos and the kind of detail that kept me coming back and giving this not inexpensive option (about $700) serious consideration. The owners were very responsive to my questions and, as luck would have it, there was a dealer only about 45 minutes away.

I own two sit-on-top kayaks, a Bic Scapa (a solo) and an Ocean Aegean (a tandem that can be solo paddled). I wanted a rig that would be interchangeable but I thought the larger boat might work out better because it is wider and very stable. On a rare occasion I have even stood up in the Aegean!

I had bought the Bic because I wanted a faster, lighter boat (only 40lbs) as opposed to the heavy Aegean (70lbs). Of course, when I bought both boats I had no idea I would ever want to sail either of them. I am a fan of the sit-on-top style of boat for safety reasons. If disaster strikes, I simply crawl back on board (not a very athletic or dignified experience) and am on my way.

After consultation with the owners and local dealer I bought the 1.4m sail and the .4m genoa. These are really very small sails (the genoa seems like a large handkerchief) but the main is fully battened and both are well cut and carefully sewn. More importantly, the entire rig is quite sophisticated with well-engineered parts, excellent fits and all the components of a real sailing rig; leeboards, mainsheet, halyard, stays, downhaul, boom vang and jib sheets. Everything is very small to fit on a kayak, but it is all there.

The instructional video and written instructions are essential and well done. It is imperative to go through the entire process of fitting and setup that includes a temporary mount in order to get the rig to correctly fit one's boat. In some cases that may mean pop riveting or screwing attachments to the boat, but it is essential to get everything in the right place before drilling holes in a plastic boat.

I'm no expert, but it seems quite clear that although the rig is quite versatile, it will not work on all boats. Leg room in front of the paddler is needed to mount the rig still leaving plenty of room to swing a paddle. A short boat would probably not work.

Neither of my boats have rudders and I was having trouble thinking about sailing without a rudder, but both the owners and dealer advised me that, although not ideal, the rig would work just fine steering with a paddle. They were correct.

After several times going through the temporary mounts and then making the changes necessary in the boats to do the more permanent mounts, I began "sea trials" in both boats. I wanted to go out in a variety of wind intensities with and without the genoa and see what would happen. I should caution anyone interested in giving this product a try to be careful about first efforts.

It would be a good idea to have a buddy paddling along to help if capsized. I have considerable sailing and kayak experience and float like a whale so I was not worried, but I still had a buddy come out to lend a hand if needed. It goes without saying that one should be wearing a PFD. I always wear an inflatable PFD when on the water because it seems silly not to. I should also say that, in all cases, using the genoa improved the performance and allowed both boats to sail closer to the wind.

After several trials in varied conditions I discovered the Scapa was a bit tender to carry the rig in anything except a light steady wind. Keeping my balance was a big part of the activity especially if the wind was gusty. It would have been easy to make a mistake that would have resulted in a wet exit. I wanted to go fast, but I also wanted to relax and enjoy the ride without having to focus on every gust of the wind.

On the other hand, the Aegean loved the wind! Even in 20mph gusts the boat was very stable with a reefed main and genoa and allowed me to enjoy the challenge without feeling like a roll was imminent. It was easy to shake out the reef when the wind quieted down and just keep sailing.

As expected, it was not as fast as the Bic Scapa, but it certainly was fun and I could just relax and enjoy the ride. It should be noted that the manufacturer does makes a slightly bigger mainsail (1.6m) that is slightly higher that may have been a better choice for this larger boat, but I'm quite satisfied with the smaller rig.

As with all small sailboats, the rig is faster on a reach or a run, but it can beat into the wind (to about 45°) because of the very well-designed leeboards that can be easily raised and lowered. These leeboards are obviously a key component to the entire system and, although quite small, they seem to do the job quite effectively. If paddling while sailing one can enhance speed into the wind and make time.

Steering with a paddle takes a little practice, but it is not rocket science, and it occurred to me that even in a boat with a rudder, I would not want to put the paddle away as it becomes a very useful tool to maneuver quickly and brace if necessary.

There are several benefits to this kind of sailing that really appeal to me. First is simplicity. There is no need for a motor and all of the problems it can create. I am always going to get back to the dock with my paddle. The rig weighs only 10lbs and only takes 10 minutes to attach to the kayak.

The second attraction is that I can easily bounce back and forth between paddling and sailing depending on wind conditions and my goals for the day.

Third, I can now go further if I wish and not worry about running out of energy to get home as the wind will certainly help me out part of the way.

Lastly, sailing the kayak is really fun and adds a whole new element to the adventure. I can paddle out, do some bird watching and enjoy the scenery, or I can quickly raise sail and go for a ride.

There is a down side. For purists, the act of paddling should probably not be interfered with. A diehard sailor will probably want a bigger, more sophisticated, boat with all the gizmos that will provide the greatest possible speed and sailing adventure.

Trying to make a boat do a variety of things is asking for compromise. Kayaks are great boats to simply paddle around and enjoy the world, sailboats are great boats to use the wind to create an exciting ride, but a kayak-sailer is a great compromise that really combines the best features of both.

25 Years Ago
in ***MAIB***

Cape Cod Canal Caper

Forgive me the corny title, but I do like alliteration and the temptation here was just too strong. On Monday, August 17th, I joined a half dozen sea kayakers led by Chuck Jones in a sort of "trailblazing" outing, an officially approved paddle through the Cape Cod Canal. We were the first to paddle the 8 mile Canal with the approval of the U.S. Corps of Engineers who operate this facility. The basic rule of Canal useage is one must have MOTOR POWER to go through. Paddling, rowing, sailing, all are forbidden.

Chuck Jones, who has in the past told us his stories on paddling his kayak out to Monhegan Island off the Maine Coast, got the idea he'd like to paddle his kayak from Falmouth, MA, on the southwestern corner of Cape Cod, to Falmouth, ME. The point involves the two Falmouths being significant places in his life. Chuck did not want to paddle around OUTSIDE the Cape, that's a tough, long way to go with often rugged sea conditions even in summer. Those sea conditions were the stimulus for the digging of the Cape Cod Canal, to ease and shorten a bit, the travel between Boston and points north, to New York and points south.

Chuck knew of the prohibition of non-powered craft in the Canal, and was well aware of the comprehensive surveillance system the Engineers have to view any point on the 8 mile stretch, close up, with space age TV cameras on high towers along the Canal bankings. You cannot hide from them in there and they'll come drag you out if you try to fake it through. Why are they so up tight about this? It's a bit like not wanting bicyclists on Interstate highways, the Canal is the main shipping lane from Long Island Sound through Buzzards Bay into Massachusetts Bay, and also is the highway for thousands of private powerboats (and auxiliary powered sailboats). To have paddlers or rowers plodding along in it could lead (and has on occasion) to big problems for the major users.

So, Chuck approached the Engineers with a proposal to transit the Canal in an "unconventional" watercraft. He dared not say kayak up front for he felt he'd never get past the front line people to the Chief Engineer, the man he'd need to win approval from. His gambit got him to the man, and his persuasiveness (Chuck's a very rea-

From the top: Chuck Jones' exclusive Maine license plate. Chuck readies to depart. The Corps of Engineers' surveilance boat. Our little portage accross an isthmus. The Editor and friend underway in the Folbot.

The first bridge met after entering the Canal is this "Tower of London" sort of high lift railroad bridge.

sonable looking and talking middle aged guy, not a blazing, wild eyed youth) and insistence finally got conditional approval. He'd have to give 24 hours notice and enter just before the turn of the tide to have the benefit of the tide with him (it gets up to about 6 knots at maximum flow). These were easily met requirements, and he said there'd be three or four boats in the group.

Well, on this Monday morning there were 7 boats, two doubles and five singles. Chuck's son Dan and his wife had their Northwest double, and I had my Folbot, crewed by Dave Schurman, who sells sea kayaks at REI Sports in Reading, MA, a sort of last minute volunteer. Bart Hauthaway joined us, as did three others from REI. The southwest wind was blowing up Buzzards Bay about 15 knots kicking up quite a chop, but it would be behind us thankfully. Bart had cautioned me earlier about prospects for a rough ride if wind and tide were in opposition, but here we had the best possible arrangement.

We put in by Tobey Island at the public parking lot and ramp in Monument Beach. The group paddled out into the Bay into the wind to get around Mashnee Island, but Dave and I went right across Phinney's Harbor to the isthmus connecting Mashnee to the mainland and carried the Folbot the 100 feet over the road and beaches, saving a lot of work banging the big, slow boat into that wind and chop. We met the others by the bollards where the big ships tie up if they have to await permission to go through.

The wind had hastened the turn of the tide and so about 9:30 we were off, paddling for the entrance. As we passed the Engineers' headquarters, a 40 foot utility boat dieseled on out and took up a sort of escort position to our left, we were hugging the right hand banking. He idled along with us for about two miles, taking a lot of pictures, then turned off back with a wave. Chuck's dad had phoned the Engineers at 9 to confirm that we were indeed about to embark on the cruise.

Well, it was a piece of cake, the wind behind us but moderated by the high bankings, the current picking up speed going our way, very few Monday morning pleasure boats passing by, no big ocean going stuff at all. Despite a committment to keeping together, we got spread out after a bit. I felt my Folbot would be too slow and would hold back the rest, so Dave and I kept on paddling steadily when the others would stop for this or that. Apparently, unbeknownst to us (they were then behind us) two boats beached to answer nature's call. When, after a while, we looked back, we were far ahead! So we stopped paddling. But we kept on going, maybe 2 to 3 knots by now, drifting on the tidal current.

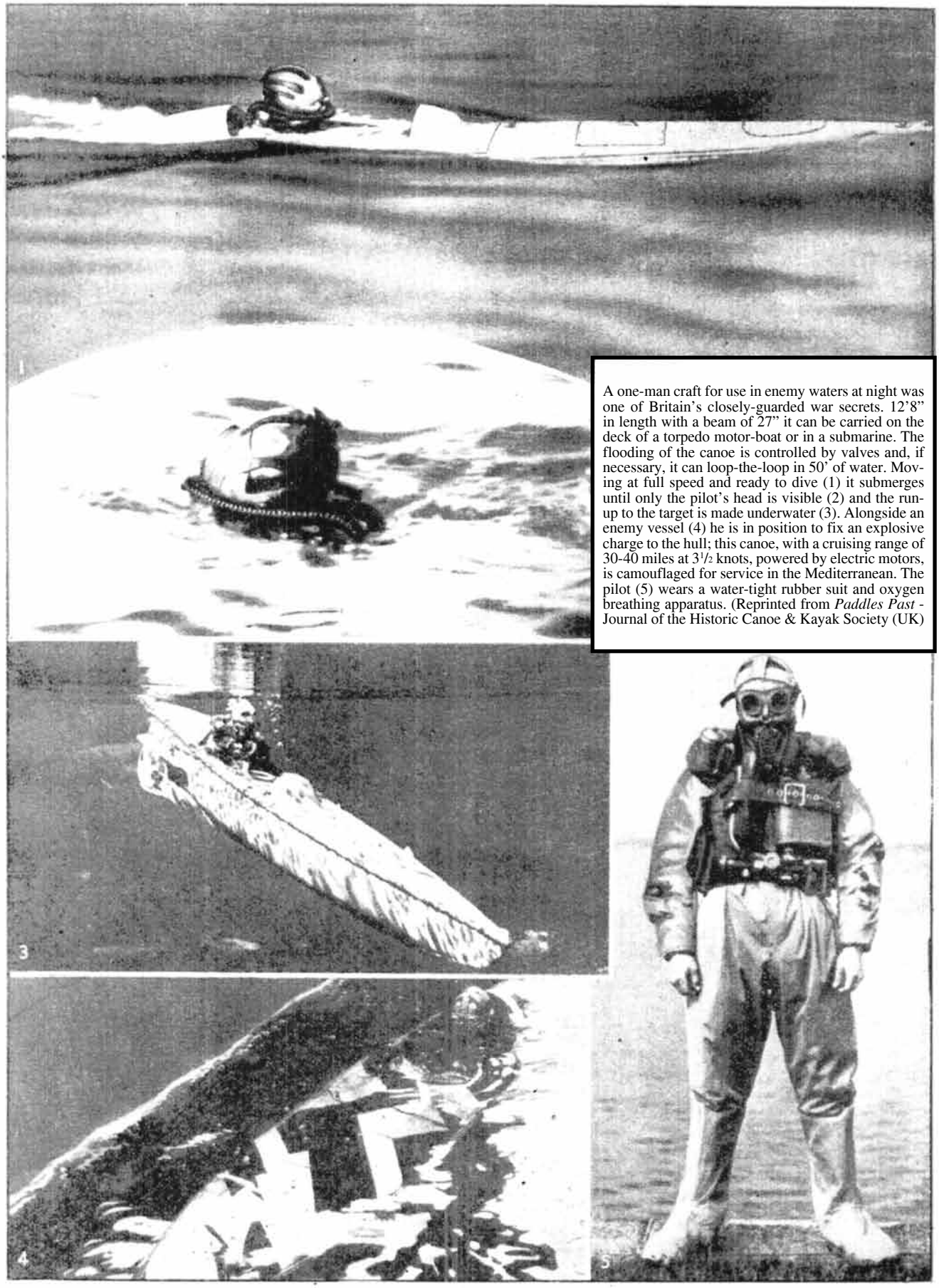
Only once did some interesting waves kick up, when two rather large 100' or so oceangoing motor yachts passed by in opposite directions. Their huge wakes crossed each other and by the time they reached us near the Canal banking, they were a confused collection of mounds of water humping up and slacking away. And then the reflected waves returned from the banking. A funny sort of sea condition for a few minutes. Other than this it was a millpond surface. But with a current.

The view of the two high arched highway bridges from down on the water was awesome. Fishermen sat on the bankings here and there and we had to move out a bit to avoid their lines. Bicyclists pedalled along the Canal bank bike paths. It was all very pleasant. The shoreline is pretty routine, though, just the rip rap bankings, no variation naturally. We popped out on the Massachusetts Bay end, and hung a right around the jetty to head upwind a few hundred yards to a stony beach, our takeout point. This reminded me how nice it had been not having to paddle into that wind. We'd have exhausted ourselves in 8 miles pushing the windage of the Folbot upwind into 15 knots. But, it had been all a downhill trip, and seven sea kayaks set a new milestone in public access transitting the Cape Cod Canal by paddle power with official permission. Chuck will be carrying on in stages as time off permits, but the only legal obstacle to his trip was now successfully removed.

I think it should be said that the Corps of Engineers isn't about to let the Canal become a paddlers' route, but anyone with a bona fide reason for wishing to paddle through, such as Chuck had, could get a possibly favorable hearing on a request to do so, since we didn't cause any problems on our trip. I'd not even think of planning for such a trip on a weekend, though, in heavy traffic. A nice quiet weeekday might work.

End of the trip.

SECRETS OF OUR MOTORIZED SUBMERSIBLE CANOES



A one-man craft for use in enemy waters at night was one of Britain's closely-guarded war secrets. 12'8" in length with a beam of 27" it can be carried on the deck of a torpedo motor-boat or in a submarine. The flooding of the canoe is controlled by valves and, if necessary, it can loop-the-loop in 50' of water. Moving at full speed and ready to dive (1) it submerges until only the pilot's head is visible (2) and the run-up to the target is made underwater (3). Alongside an enemy vessel (4) he is in position to fix an explosive charge to the hull; this canoe, with a cruising range of 30-40 miles at 3½ knots, powered by electric motors, is camouflaged for service in the Mediterranean. The pilot (5) wears a water-tight rubber suit and oxygen breathing apparatus. (Reprinted from *Paddles Past* - Journal of the Historic Canoe & Kayak Society (UK)

Brad Chamberlin, Steve Lapey and Jamie Smith on the Tully River. (Photo: George Boudreau).

First Paddle
of Our Norumbega Spring

By Steve Lapey

On Saturday, April 21, we were off on the first paddle of the season!! Scheduled for Lawrence Brook near Athol, MA, low water levels forced us to go to nearby Tully Lake, the East Branch of the Tully River and Long Pond, a trip we have done before, but one that is always enjoyable.

For a nice spring day there were surprisingly few boaters out. We ran into a couple of fishermen on Long Pond and one fellow in a Kevlar canoe, other than that we had the place to ourselves. The weather was better than forecast, light clouds and pleasant temperatures

Ted Harrigan drove out with a Royalite Old Town, soon to be replaced with a wood and canvas model. He brought two friends, George Boudreau and Tom Bickford, to introduce them to the world of wooden canoes. With the three of them in the Old Town, they drew so much water that they were unable to enter the portion of the Tully River upstream from Long Pond, so they cruised the pond while the rest of us continued upstream over a couple of beaver dams and returned to the pond.

Paul Shirley brought a fresh Chestnut Bob's Special. I liked its color and discovered that it was Interlux Fire Red, the same color I have been using on my red canoes.

Brad Chamberlin paddled the American Traders version of the Atkinson Traveler, a really well-made canoe that we have seen a few times before. Brad is in the middle of an Old Town restoration, perhaps soon we will see him in a different canoe.

Jamie Smith, a WCHA member from Albany, NY, joined us today paddling a beautiful new canoe made by Mike Schumacher, a builder in the Muskoka Lakes area of Ontario. The blue canoe was very well made and of lightweight construction. With 1/4" ribs it weighs in at 45lbs. Perfect for those portages!

I paddled my Chum with its fresh coat of red paint and varnish. I expect to get a lot of use out of the Chum this year, it has become my favorite solo canoe. Reasonably light weight and a joy to paddle, what more could I ask for?

Red Chestnuts on the Tully River. Paul Shirley paddles the Bob's Special and Steve Lapey is in the Chum. Both canoes are 15-footers; the Bob's is a little wider and is built light with 1/4" ribs.—*Photo: Brad Chamberlin*

Brad Chamberlin poses for the camera on the Tully River.—*Photo: Steve Lapey*

Jamie Smith and the Schumacher Canoe set up with one seat for solo canoeing—*Photo: Brad Chamberlin*

Here is the Chum in its favorite position, about to slide over a small beaver dam. Chums and beaver dams are made for each other.—*Photo: Brad Chamberlin*

Beyond the Horizon

By Hugh Ware

The number of piracy attacks fell for the first time in five years but the number of seafarers dying tripled in the last two years.

Will the longshoremen on the US East Coast strike this fall? Many shippers think so. And the uncertainty created by a squabble between Oregon unions as to who plugs in refrigerated containers caused shippers in Idaho to use trucking rather than barges.

Congress mandated (but did not fund the $16 billion estimated cost) 100% scanning in foreign ports of all US-bound maritime containers. The Department of Homeland Security officially notified Congress that 100% scanning is neither the most efficient nor cost effective way to protect against nuclear terrorism so the July 1 deadline was deferred for two years.

The US Navy is going ahead with plans to convert much of its fleet to biofuels (currently at $26 a gallon) despite opposition from members of Congress who say it is the wrong thing to do at a time when the US military faces nearly $500 billion in budget cuts

The US was willing to lend Great Britain the amphibious assault ship *USS Iwo Jima* if the UK lost use of its aircraft carriers *HMS Hermes* or *HMS Invincible* during the 1982 Falkland War. Guidance was provided by President Reagan who stated, "Give Maggie everything she needs to get on with it."

Thin Places and Hard Knocks

Ships sank: In the West Philippine Sea, the Filipino fishing boat *AXL John* was run down by a ship. A survivor said it had the words "Hong Kong" on its transom. Authorities said the Hong Kong-based bulker *Peach Mountain* was the only ship in the area but the survivor wasn't sure it was the *Peach Mountain* that hit his FV. The incident threatened to complicate the dispute over Scarborough Shoal, which both countries claim.

Fires ravaged ships: In the Sea of Japan, about 100nm south of Nkhodka while en route to Okhotsk Sea for fishing, the Russian oceanic trawler/fish factory *Ardatov* caught fire. The crew put out the fire but all power was lost and the salvage tug *Lazurit* took the FV in tow, probably for Nakhodka.

In Olso Fjord, the three-masted superyacht *Eos*, valued at $150 million, caught fire while at anchor. All 18 on board were evacuated and the vessel was moved closer to shore for more effective firefighting.

People died: A worker on the break bulk (uncontainerized general cargo) cargo ship *Thorco Atlantic* docked in the Houston Ship Channel died following a fall into a cargo bay.

People were rescued: The Coast Guard rescued four fishermen from the 58' *Quest*. Three were in a life raft and one was in the water when the rescue chopper arrived 17 miles off Westport, Washington.

While 725 miles southwest of Alaska's Dutch Harbor, the container ship *Santa Rufina* needed medical help for a 37-year-old ship's engineer suffering a head wound and back pain. His evacuation was coordinated through the rescue coordination center in Bremen, Germany, but it was an Alaskan-based Coast Guard chopper that made the flight after the ship had moved within helicopter range.

At St Louis, a worker on a towboat spotted a bass boat carrying five people pinned against a barge by the Mississippi River's current. Getting into a small boat with a fellow worker, he went to the rescue. He fell overboard when one of the young children fell from the boat. The rescuer lifted the toddler into its mother's arms but was then sucked under the barge. He died of his injuries but everyone else was safe.

AMVER (originally the Atlantic Merchant Vessel Emergency Reporting System) is a voluntary worldwide network of ships that will go to the rescue of mariners when requested by the US Coast Guard. (Other nations have similar systems and they cooperate nicely.) AMVER was busy in the month: Some 40 miles west off the coast of La Playa, Mexico, a California yachtsman was whale watching when a whale come up under (or onto, reports differed) his 50' sailboat *Reflection* and broke off the rudder and propeller and the boat started taking on water. He activated his EPIRB and three hours later a Coast Guard HC-130 was overhead. Meanwhile, the geared bulker *Ocean Virgo* was only 60 miles away and responding to an AMVER request for a rescue. The yachtsman, who lost his boat, was nearing the end of a 12-year circumnavigation.

Farther west, the *Golden Eagle II,* a Honolulu–based fishing vessel caught fire 316 miles northeast of Johnston Island. Alerted by two EPIRBs and a radioed report from an onboard NOAA fisheries observer, the Coast Guard asked the AMVER-registered Panamanian-flagged wood chip carrier *Forestal Diamante* to help. The 751' ship was 60 miles from the distress location and it picked up the seven on board the FV. The bulker was heading for Japan but it might have dropped them off at Guam. (Incidentally, the Coast Guard had radioed a photo of the FV so the freighter could identify it.)

Last to be rescued by an AMVER ship were two men even farther west. They and their 23' skiff were reported overdue on a voyage from Namwin Atoll to Weno, Chuuk (the "Truk" of World War II fame). The AMVER-participating bulker *Solar Africa* was able to locate them and then sailed towards Chuuk to meet a local fishing vessel for a people transfer.

Sailboats returning from the Newport-Bermuda Race needed help. The *Norwegian Star* picked six off the 41' *Avenir* after it lost its rudder and a jury rudder system failed to work about 230 miles northwest of Bermuda.

About the same time, a crew member on the 42' *Convictus Maximus* suffered a head injury with possible spinal damage and the sloop headed back to Bermuda, escorted by the Norwegian crude oil tanker *SKS Satilla.* (In 2009 off Galveston, Texas, this 159,000-ton tanker ran over the remains of the mobile offshore drilling rig *Ensco 74,* sunk during Hurricane Ike in September 2008, and that allision badly ripped the underbelly of the tanker. No oil was spilt, however, because of the tanker's double hull.)

It was a routine tow of a barge from Florida's Captiva Island to Cancun but the tug (name never specified) sank due to Tropical Storm Debby. Explained one crewman later, "The rain was so tremendous. It was like a zillion marbles. We've lost power, our filters are clogged, our engines are running at less than half throttle and we have to abandon our load and find help because we are headed for the center of the Gulf of Mexico." The two boarded a life raft and it was their home for the next nine days. They ate fish and carefully rationed the raft's emergency water supply. Meanwhile, the Coast Guard found the barge, capsized but floating with its bow sticking vertically upward, and families began planning funerals. Then along came the tug *Rikki S.*

Unpleasant things happened: The container ship *Algarrobo* arrived at Auckland from Brisbane and Singapore after sustaining hull cracks in a storm off Australia. Inspection revealed finger-wide cracks in deck coamings on both sides of the vessel and so authorities ruled that the vessel must be completely unloaded before heading for an Asian shipyard for repairs. (This *Algarrobo* was built in 2009. It replaced an earlier oil/ore carrier of the same name that disappeared without trace in 1990 while carrying iron ore from Chile for Japan.)

In Denmark, the tug *Skuld* was towing a drill rig into Esbjerg when its engine failed and it collided with the rig and badly holed itself. Two other tugs involved in the rig-tow quickly lashed themselves to the sinking *Skuld* and carried it to an Esbjerg quay and the waiting pumps of local fire engines.

Gray Fleets

Off the US West Coast, the amphibious assault ship *USS Essex*, based in Japan for the last 12 years and overdue for a maintenance spell, was lining up for refueling when it collided with the replenishment oiler *USNS Yukon* due to a steering failure. Compounding the incident was "a breakdown in command and control, in bridge resource management and in communication between the two ships." Damage will keep both ships in repair yards for months. The commanding officer of the *Essex* was relieved of command for "loss of confidence in his ability to command." No information was released about what happened to the oiler's civilian master's career.

The remains of the World War I British submarine *HMS E14* were found only 800' from the Turkish town of Kumkale's beach. In January, 1918, the sub had maneuvered 20 miles through dense minefields in the heavily fortified Dardanelles, the narrow straits between modern day Turkey's European and Asian coasts, on a mission to sink the flagship of the Turkish fleet. Not finding it, the sub attacked a Turkish merchant ship. A torpedo's premature explosion forced the sub to surface and Turkish guns sank it. The sub's commanding officer knew his submarine could not reach the open sea and directed it towards a nearby beach in an effort to save the crew. The Victoria Cross was awarded posthumously. Earlier, during the Gallipoli campaign, the sub's then CO was also awarded the VC for sinking an Ottoman gunboat and a troop ship and disabling a warship while deep in enemy territory.

Royal Navy divers, highly trained in identifying underwater enemy mines, joined the Dubai Police search for a missing British Navy sailor who was "poured" into a taxi by shipmates for return to his ship but was never seen again. The search will focus on the waters around Port Rashid, the area where his ship, *HMS Westminster*, was berthed.

White Fleets

In May 2010, the cruise ship *Clipper Adventure* ran aground on an uncharted rock shelf in Coronation Gulf, near Kugluktuk, Nunavut. No one was injured but passengers and crew were forced to stay on the stranded ship for almost two days until a Canadian icebreaker took them to Kugluktuk. It took more than two weeks before the cruise ship was refloated and taken to a shipyard in Poland for repairs. Now the owners are suing the Canadian government for $12 million for salvage and repair costs, another $2.6 million for loss of business and a mere $350,000 for other costs. The suit was based on a claim that the government knew about the ledge since September, 2007, but failed to inform mariners. The captain claimed his chart showed 29 metres of water where there were actually only 3 metres. The government countersued for nearly half a million for expenses of the icebreaker *Amundsen*, which rescued the cruise ship's 128 passengers, and the *Sir Wilfred Laurier* (a navaids tender and light icebreaker), which monitored the salvage operation.

Those That Go Back and Forth

A fire shut down BART (Bay Area Rapid Transit) train service between San Francisco and Oakland. Starting at a senior housing construction site, the fire spread to BART property, damaging track insulators, communications cables, electrical cables and other trackside equipment. Several ferry companies put additional boats into service and, apparently quite smoothly, handled passenger loads up to five times the norm until rail service was restored.

In Europe, the fast ferry *Condor Express* experienced high winds while sailing from Poole to Jersey via Guernsey, but when winds of about 65 knots hit the ferry near Alderney, three crew were injured and 25 cars were damaged.

In the UK, music lovers hoping to attend the Isle of Wright Festival were stranded on three ferries that were unable to unload cars because massive rains had turned parking lots into mud baths. Vehicle traffic was totally blocked as far back as Fishbourne.

In Indonesia, the manifest of the wooden ferry *Putri Ayu* listed 27 people on board when the ship departed from Ambon toward Namrole in the neighboring district of Buru Selatan. But 12 survived, 14 bodies were recovered and another 44 were missing after the ferry capsized and sank in rough weather and high waves.

Legal Matters

Aircraft carriers do not normally participate in anti-drug operations but the carrier *USS Nimitz*, cruiser *USS Princeton* and various US Coast Guard and Mexican Navy vessels recovered 19,000 pounds of marijuana dumped overboard by two small boats about 85 miles off the Mexican coast in international waters.

Nature

Sea levels along the US East Coast are rising three to four times faster than globally, with a 600-mile stretch from Cape Hatteras, North Carolina, to north of Boston being a hot spot. (We're talking about 2-4mm per year vs an average global 1mm rise). The hot spot may be due to slowing of Atlantic Ocean circulation.

A British university is designing the world's first 100% fossil-fuel-free sailing cargo ships. The propulsion system would use an engine fueled by waste-derived liquid methane (from pig manure, perhaps?) and the square-sailed DynaRig system. It has rotatable masts, fixed yards and sails that furl into the mast and is used on the 305' (93 metres) *Eos* and the 2006-built, "proof-of-concept" 290' (88 metres) *Maltese Falcon* super yachts. (The traditional sail names are still used, with the courses on the bottom, then the topsails, the gallants and finally the royals.)

Metal-Bashing

Salvage of the wrecked cruise ship *Costa Concordia* has started and a salvor boldly stated, "We aim to get it upright at the start of this winter and refloat in early 2013." The operation is expected to cost more than $300 million. Time lapse coverage of the salvage is available at http://thelastsalute.eu during Italian daylight hours. The rock imbedded into the side of the wreck will be removed and made into a memorial to the 32 who died.

Asiatic ship scrappers were busy enough that prices offered were low. Several dry vessels only fetched prices in the mid-to-high $300s per ldt, with tankers fetching $20 or $30 more up to $400 per ldt.

In Texas, the 100-year-old battleship *USS Texas,* now a battle memorial at San Jacinto and flagship of the Texas Navy, was in danger of sinking from sudden leaks. The memorial was closed to the public while repairs were made.

At Philadelphia, curators warned that the waterlines plates of the protected cruiser *USS Olympia* were dangerously thin and actually leaking. Commissioned in 1895, this vessel became famous as the flagship of Commodore George Dewey at the Battle of Manila Bay during the Spanish-American War in 1898.

Imports

The empty Honduran-flagged coaster Jireh ran up on the shore of Puerto Rico's Mona Island. On the vessel were five crew members and 79 undocumented Haitians. The island, only 38 miles from the Dominican Republic, is a popular destination for Cuban illegals because under the US government's so-called wet foot/dry foot immigration policy, any Cuban who makes it to shore ("dry feet") on US property gets a chance to remain in the United States and qualify for expedited "legal permanent resident" status and, eventually, US citizenship. The uninhabited island, about midway between Mayaguez, Puerto Rico and the Dominican Republic, is a nature preserve and the reefs around the island are popular dive sites and the island remained pristine since the vessel leaked no oil.

A small Haitian wooden boat carrying US-bound illegal migrants capsized to the south of Hawksbill Key in the Bahamas. Only 5 of 28 Haitians survived. The dead included the captain's 5 children and he was wanted by police for questioning.

A Sri Lankan refugee boat carrying perhaps 200 people issued a distress call and then capsized off Australia's remote Christmas Island in the Indian Ocean. At least 90 people drowned but the few survivors were wearing lifejackets. A week later, a similar refugee boat sank off the northwest of Australia, 107 nautical miles from Christmas Island and about 13 nautical miles from the previous sinking, and ten died. (In the first six months of this year, 62 vessels carrying 4,484 boat people were intercepted off Australia.

Nasties and Territorial Imperatives

It was not a good month for regional piracy fighters. When the UAE government suddenly withdrew funding, a private firm providing training departed and the UN-encouraged Puntland Maritime Police Force, an armed counter-piracy militia operating inside the Somali state, ceased operations. Over 600 Somali soldiers had been actively targeting pirate activity.

And, in a protest over pay, the Yemeni Coast Guard, trained by Royal Navy personnel in recent years, blocked four main ports, including Aden and the Red Sea ports of Mokha, Hodeidah and Saleef. One authority sadly noted, "The YCG was becoming quite effective in providing support for international counter-piracy actions, particularly where its own fishing and other vessels were involved."

Three organizations use ships from about 36 nations to fight piracy in the Combined Maritime Forces; EU NAVFOR (Operation Atalanta); and NATO (Operation Ocean Shield incorporating both NATO and non NATO ships). Warships range from US aircraft carriers to a Seychelles coastguard patrol boat.

Odd Bits

China's research submersible *Jiaolong* descended below 7,000 meters. "Breaking the 7,000-meter mark means China has obtained the capability of exploring 99.8% of the deep ocean with manned submersibles," stated the on-scene commander. Only 12 operational manned submersibles throughout the world can descend to 1,000 meters and even fewer can dive deeper. Before China's successful dives, only manned submersibles of the United States, Japan, France and Russia have dived below 6,000 meters.

Deep-six something and it's gone forever, right? Not always. Bottom scouring by cruise ship bow thrusters at Seattle's piers 90 and 91 uncovered a metallic object that police divers, doing a routine security sweep, recognized as ammo. They quickly surfaced, "beating their bubbles to the surface," as one later described it. A detailed and cautious two-year cleanup of the area, used by the US Navy from 1936 through the late '60s, revealed much junk but only a few small explosive devices (fuses). Also found was much carelessly discarded kitchenware, some old (Navy), some modern (cruise ships).

At Port Newark in New Jersey, a Coast Guard boarding team on the *Ville D'Aquarius* heard knocking. It continued for six hours, gradually fading until it stopped. More than 160 containers were unloaded and searched by humans, dogs and an X-ray machine but no stowaways were found and the ship was released to sail to Norfolk. Its last stop had been in Egypt.

Sailing *Sweet Pea*

By Dave Lucas

Howard's decided that it was time to sell another one of the treasures he's made here at the shop, so we took *Sweet Pea* out for a spin to get some beauty shots. This was actually a first for several things. This big catboat has been finished for a while but we've never had her out when there was any wind to speak of to see what she'd do with this big sail. Howard didn't like the 8hp Yanmar diesel that he had put in so he's changed that one out lately for a two-cylinder 16hp version, and what a difference it made. This was also the first time the mast was raised and lowered with an electric powered winch.

This boat is a Fenwick Williams 18 Catboat designed back in the '30s when boats were built with massive lumber and people were short. They must have been because if the boat is built according to the plans there's not even sitting room in the cabin for anyone over ten years old. I built the hull using cypress strip planking then heavily glassed. Howard finished the rest of the boat but added 6" to the cabin height so it's actually useable.

He was doing 6.5 knots wide open and we walked away from him as smooth as could be. No bouncing around or spray or excessive

heeling, just smooth and steady. The big rudder and wheel steering really do the job and the weight carries her through any tack, no matter how sloppy, with no hesitation.

The fit of the sail doesn't look perfect because we left too much slack in the foot and head, but it does fit good. In the cockpit there are four individual seats that are hinged to the sides and will fold down. We left them all down for this trip and it made the cockpit seem huge for handling the lines and moving around.

This boat is a lot lighter than the original and we didn't want to add a lot of ballast we would have to haul around so it has a 100gal

water ballast tank built in up front to bring her down to her lines. It's filled and emptied with a high volume transfer pump. The plans offered two different size sails but we didn't like either, too small for the light winds we usually have here in Florida, so we added a bunch more sail area. The two sets of reef points will be handy when the wind picks up.

The new engine is amazing, it's got the power to spin the big prop and really push some water. Some of the pictures show us just about on a plane. And as for the sailing qualities, all I can say is man, oh man, we were really blown away. The wind was only blowing about 10mph and when on a beam reach Steve couldn't stay up with us in *Chelsea*. He was in the photo boat along with Phil.

The most brilliant engineering achievement Howard did is his system with which the mast is raised and lowered. We all know what a pain in the ass it is to rig a trailerable sailboat, the mast, the rigging, the sails and all the other stuff. Makes it not worth the effort and sometimes not even possible without some kind of hoist. The more I think about it the more the idea of going anywhere and pushing a button to raise the whole sail rig really appeals to me, if I was thinking about getting back into sailboats.

And what if the ramp is on the wrong side of a bridge or has trees in the way, you're shit out of luck is what. With this system one can launch anywhere, roar out to where the sailing is and put up the mast and sails and all the rigging, including lazy jacks and topping lift in five minutes and be under full sail, single handedly. And lower and stow them just as easily. Yep, it can be done. Watch the little video I made to see how it's done: http://www.youtube.com/watch?v=a3_Rp-35AeE

We all told him to ask more but Howard's willing to take $25,000 for the whole rig, including the brand new tandem aluminum trailer. As you can tell from all my enthusiasm, I was impressed with good ole *Sweet Pea*.

Inside Sweet Pea

OK, OK, here's the interior of *Sweet Pea*, the inside of the cabin is finished off with beaded natural pine planks and drawers and cabinets, but no cabin cushions, you're on your own there. How about this wheel Howard made?

And to keep things real, here's the bunch who make these things. http://www.youtube.com/watch?v=IRwTe0RMIEA&feature=relmfu

The Early Days

I built the hull back in 1999 but decided that it didn't have enough head room so I drug it out back and it stayed there till 2006 when I hauled it out to the Cortez Museum to see if anyone there wanted it. It stayed there for a year or so with no takers. Howard decided that he would like to do something with it so we brought it back home and that's how it got finished.

Finishing the Assembly Auction Rushton Princess

By Steve Lapey
Reprinted From the
Norumbega Chapter WCHA Newsletter

Late winter saw work begun on our chapter project, completing a brand new 1902 Rushton Indian Girl to be auctioned off at the WCHA Assembly in late June. The Rushton arrived at my shop in Groveland, MA in February, just before our annual winter meeting where the announcement was made that we had been chosen to do the completion work on this canoe that had been started at the 2011 Assembly. Initial work consisted of analyzing the project and setting up a time schedule to get the work done by June 27.

On Saturday, February 16, the first crew of volunteers descended upon my small workshop with clenching irons and hammers in hand and the day was spent making small repairs and adjustments and then going over the entire hull, re-clenching each and every tack to make sure that they were all below the surface of the wood and completely clenched over. By the end of the day we had a nice solid hull, ready for the next group of volunteers. Thanks go to Bill Clements, Bill Conrad, Ted Harrigan and Larry Meyer for their efforts on this first step.

Bill Clements, Bill Conrad and Ted Harrigan discussing the Rushton project.

Sunday, February 17 , brought Ted Harrigan back for more exercise; he was joined by John Fitzgerald and Ed Moses for the "Fairing Adventure." Wood shavings and sanding dust filled the air to the point that the canoe was taken outdoors to complete the job. By the time everyone went home the hull was smooth enough that the canvas could be put on and a few other tasks had been completed, too. The seat frames had been made up and drilled for the caning, they had to wait for the dust to settle before the varnishing could start.

Ed Moses is seen here working on the Indian Girl.

Over the next two weeks the Indian Girl rested in the shop, the interior receiving a coat of Epifanes Gloss varnish every few days until she began to shine, the seat frames getting coated at the same time and the risers for the bow seat were made up and installed according to the plans.

The Epifanes varnish makes the interior shine.

Canvassing was scheduled for Saturday March 3, and returning volunteers Bill Clements, Bill Conrad, Ted Harrigan, Larry Meyer and Ed Moses all jumped in on the stretching and stapling of the #10 canvas that was supplied with the canoe. We chose the right side up method, stretching the canvas between the back wall of the shop and a Chevrolet Impala parked in the yard. There were questions as to which would start moving first, the shop or the Chevy, but we got lucky and nothing budged an inch.

Steve Lapey, Larry Meyer, Bill Clements and Ted Harrigan staple the canvas on the Indian Girl.

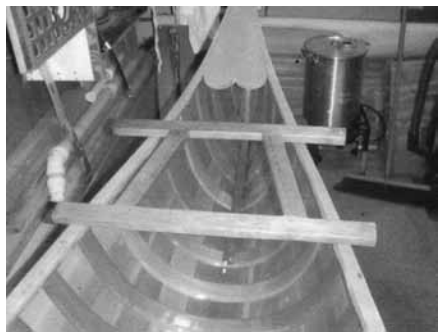
Downward tension was provided by five cement blocks (200lbs) resting on the bottom of the canoe (the nice new varnish was protected by carpet squares). With stretchers and staplers working on both sides of the canoe at the same time, the sides were fastened in short order. Stapling the canvas to the stems, with a crew at each end may have taken more time, however, we were done and headed for home just before noon.

Sunday, March 4, will have to be called the "Groveland Invasion!" Tireless Ted Harrigan came back for his fourth day of adventure, joined by three-time worker Larry Meyer, Stuart Fall, Paul Kelly, Lyle Lemon, Greg O'Brien and Paul Shirley.

With a total of eight workers the application of the filler didn't take much time at all. We were able to take short breaks between coats to discuss old wooden canoes and the merits of Rushton's canoes versus Morris' and Old Towns and other deep topics, sure beats politics and/or religion!!

Lyle Lemon agreed to take the seat frames home with him and do the cane weaving. The bow seat is a straightforward job, it is a rectangular frame with equal number of holes top and bottom. The stern seat is going to be fun, it is a trapezoid shape with nine holes across the top and 15 holes on the bottom which, as anyone who has tried caning knows, makes for some interesting work. Lyle has a handle on this and I am sure that the seats will come out in a first class manner.

After the filler was all rubbed in, the Indian Girl was hoisted up to the rafters for a five-week rest period to allow the filler to completely cure.



Lyle Lemon has the seat frames, he will figure out the correct caning pattern for this odd shaped seat.

Ed Moses donated a piece of cherry for a new center thwart and Paul Shirley took it home with a pattern. Within a week he brought it back all carved to shape. A little sanding and it will be ready to install as soon as the gunwales are ready to be varnished.

Thanks again to all of the volunteers for their help in making this a real Chapter project. We hope that our efforts will come to fruition at the Auction at Paul Smith's!

Paul Kelly, Paul Shirley, Lyle Lemon, Stuart Fall, Steve Lapey and Greg O'Brien rubbing in the filler.

The Indian Girl came down from the rafters on April 12. A little sanding and a couple of coats of the Interlux Pre-Kote primer went on in short order and it appeared ready for a first coat of the Epifanes #23 Deep Red Yacht Enamel. That was applied on Monday, April 16, and on Wednesday, April 18, Ted Harrigan came by with the nicely sanded outwales and helped with the trimming and fitting of the keel.

I learned one lesson here, that the keel can always be made shorter but cannot be made longer once it is cut. After a night of agonizing over the too-short keel, a new one was made and installed the next day. In addition to the keel, we drilled and fitted the brass stem bands. The stem bands were installed with steel screws and no bedding compound, mainly to spot the mounting holes so they could be permanently installed after the final coat of enamel is on.

On Sunday, April 22, Bill Clements and Ted Harrigan came over in the afternoon to help with the outwale installation. They arrived at about 1pm with the thought that the pre-bent rails would be clamped in place, drilled and secured to the hull with the screws that were provided and they would be on their way in a couple of hours. It was after 6pm when we gave up for the day and the helpers went home for some well deserved rest.

It is a long story but, to keep it brief, the screws were not long enough which meant scrounging around here for a supply of longer screws and the wide outwales that the Rushton plan calls for are real monsters to bend and get secured flush to the inwales to make the correct closed gunwale system, On Monday and Tuesday I was able to finish the job and get the thwarts installed, too.

All that was left to do was to give the rails a finish sanding, stain them and start applying the varnish. When the varnish was complete the final coat of enamel and the stem bands would go on. The final operation would be the installation of the new seats.

Ready to go to the Assembly!

Epilog

The WCHA Assembly 2012 is now history. Our Norumbega Chapter project, the Rushton Indian Girl, was the hit of the show on display in the auction tent. The Indian Girl was the last item to be auctioned off and auctioneer Andre Cloutier did a terrific job of stirring up the interest in her, bidding started slowly at around $1,500 but soon there were three bidders who really wanted the canoe. One bidder held things up for a few minutes with a bunch of questions about the canoe, and then she came back in and pushed the bidding up to $3,300. She took the Rushton home with her. As a chapter we can be proud of the results of this fun project, lets think about what we can do for the next Assembly Auction.

Steve Lapey, Ed Moses, Scott Barkdoll, Ted Harrigan and Stuart Fall, just a few of the WCHA members who joined forces to create this Indian Girl canoe.

Citation

By Dan Rogers

Perhaps you know somebody like this. You, know, the guy (more likely the gal, truth be told) who intends to simply shake a Christmas present a bit, just sort of guess at what's in it. Then, before they know it, the package is not only shook a bit, it's pried open and they have already tried "it" on for size and maybe even gone out to the store in "it." And Christmas is still six weeks away. Kinda hard to get the thing wrapped up and back under the tree at that point.

Well, abstruse as it may appear, that's the analogy I'll use at the moment. You see. I've had this 1965 Glaspar Citation sitting on her trailer and soaking up snow melt, full of ice and snow, and alternately rain water for nearly the whole three years we've been living on the hard. What was supposed to be a single, first project kept sliding back to the rear of a growing line of boats awaiting both major surgery and significant cosmetic makeovers. And the poor thing still hadn't gotten a spot on the punch list.

Anyhow, sort of on the spur of the moment (actually, I rarely do anything on the spur of the moment, it takes waaaaaaay too much advance notice) pretty much on a whim, I thought I'd just haul the poor thing into the shop and sort of piddle around when it was raining and not exactly what you would consider boating weather this very wet April-going-on-July here in the Northwest. But it was supposed to really be the next winter project. Right after the annual Santa's workshop closes in mid-December.

One thing led to another, and after about a day's work all the gooey, glucky rotten floor is in the dumpster. All the to-be-redone seating is dripping and oozing, off in the corner until it becomes patterns for the new stuff. That gynormous, really, really, ugly windshield is finally off. And, when things dry out a bit (a lot, actually) I can probably start rebuilding the floor and assessing the cancer in the transom and all that sort of stuff.

A few more rainy "summer" days hereabouts and this little girl just might make it outta the hanger and back on the flight line BEFORE winter. Never know.

Limerick

By Dan Rogers

My friend from SOCAL, Kim, sent me a craigslist ad showing a vintage Ranger Minto for sale, listed at just under a THOUSAND DOLLARS. His comment was something like, "these little boats seem to hold their value better than most old dinghies."

That little 9', ersatz clinker hulled, ersatz Whitehall pulling boat, ersatz tender, has been produced under various enterprises since the mid '70s. I think they cost more than I paid for my car, now. New, that is. But even in good shape, $1K is a whole lot for not so very much.

I paid $800 for mine, used, a 1976 mint (o), in 1978. And that was from a lady friend who supposedly wasn't "making money" on me. It really doesn't row so well, being too short. It doesn't motor worth a hoot, being a displacement hull. It doesn't tow at all well, with a hull speed of about 2.5 knots and a tugboat sized wake at anything above that.

It doesn't car top at all, with a dry weight of over 100 pounds (all that teak). And, with the pinched stern, a full-sized person has trouble fitting into a comfortable position to sail one. And oh, yeah three people seated on the teak seats can make one very top heavy. But damn, it is so cotton picking pretty.

Mine is still in "danger" of being converted to a mini naphta launch with electric propulsion and a flip-up surrey top. But that project has been set back to the bottom of the punch list continuously for about 10-20 years now.

It is seaworthy, for the more foolhardy among us. Long ago I sailed mine across Puget Sound on a rather nasty day. And back. And many, many lesser voyages over the years. It wasn't until years later that mine got a flat floor to self-bail, seats removed to allow for sitting in the bottom to sail and an easily removable rig to get her back upright when turtled.

And, of course, she has a mid-boom sheet, remoted halyards and slugs on the luff, a fixed topping lift and, of course, a larger sail (cut down from a WWP 19 main, if I remember right). It is also misery to haul up a mollusk-covered rock without scratching hell out of the bottom and topsides.

Once upon a time I considered making mine a beach cruiser with a coffin-sized sleeping area on the floor. Fortunately larger boats and better sense prevailed. That was in my Web Chiles period, perhaps we have all experienced.

Too pretty to use, too nice to get rid of, mine is hanging from her very own chainfall two-blocked to the center loft in the garage. Again. And you are right. I wouldn't part with little *Limerick* for anything. Having been homeless, and broke, and that sort of thing a couple times along the way, she is just about the only possession from the '70s that I still have. Perhaps, more to the point, she still has me.

Pretend Parade

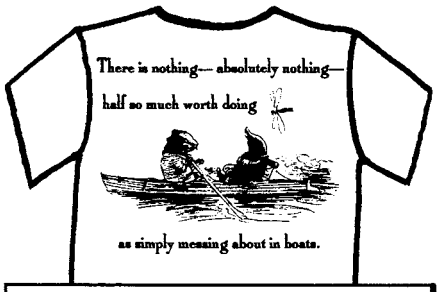
I'm sitting here, licking my wounds a bit. I stayed home from a trip to the San Juans in part to participate in the Fourth of July boat parade here, which just got cancelled "due to high water." Soooooooo, I decorated two of my boats that were going to be in convoy in the parade and parked them on the trailer in front of our beach area on the holiday. Better a pretend parade, than nothing at all, I guess.

Lifting Exercises

Too many boats, and not enough motors, that is. At least, I try to let my long-legged friend from Harbor Freight do the lifting these days.

A Brief Pontoon Experience

I'd never been on one of those huger-than-a-tennis-court pontoon boats before. Basically a living room on the water. Pretty nimble to handle. Walks sideways pretty well. No, I don't think I hafta have one any time soon. But lots of room for cat swingin'.



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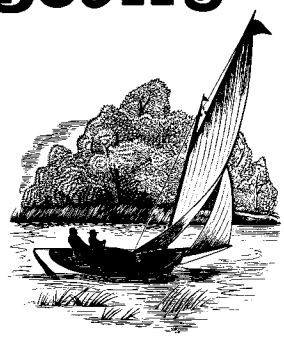

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Back on the Water at Last

By Dane J. Martindell

I finally got tired of borrowing my brother's Carolina Skiff to do some fishing and crabbing on Barnegat Bay. I used to own a 16' one myself but sold it several years ago, the smaller ones like the 16' are very wet boats! Last year I started looking around for another boat of my own; used, new or build one?

I looked at new and used Boston Whalers which were too expensive. I looked for plans for a suitable type of bay boat like a Jersey style garvey that I could build from scratch, even going to the Baymen's Museum in Tuckerton, New Jersey, to possibly pick their brains with no luck. Or, since I had already built two of Fred Shell's kit boats, I thought maybe I could find a useful design/kit (Glen L, etc), again with no luck.

In my search on the internet I ran across a company called Ladybug Boats out on Cape Cod owned and operated by a very interesting guy named Ken Martin, Jr. Ken builds wooden workboats basically out of plywood and dimensional lumber. He can build a finished boat, including a center console, floor boards, bow storage locker, mounted outboard of buyer's choice, motor controls, steering and a trailer. He will also build a bare hull that a buyer can finish himself.

This is the route I chose as it would save me several hundred dollars on the cost of the hull, I could lay the interior out the way that I wanted, I could supply my own motor and I would have the satisfaction of participating in the building and finishing process. I did buy a trailer from him as his price was as good as or better than anyone else.

The boat model I ordered from Ken in July of 2011 is called the Manomet 18. It is basically an 18' open skiff with a flat bottom that has a lot of freeboard. Ken uses full size 2"x6" lumber for the outside rub rails and 2"x4"s for the inside hull frames.

The stem piece is a shaped 4"x4". The transom is doubled ¾" marine plywood with another ¾" motor board, the hull sides are ½" marine plywood and the bottom is ¾" marine plywood. The chine logs are 1"x4" pine lumber. There is a 2"x6" keel on the center of the bottom and two 2"x4" keel strips spaced a couple of feet either side of the center line.

The hull looks a lot like a Jersey style garvey, but it has a high, pointed bow instead of the flat (or chicken breasted) curving, pram type of bow seen on a typical garvey. Mine is tiller steered and is technically a "workboat," which I guess gets it around some of the government rules regulating boat construction.

It took Ken a few months to build the hull during which we communicated by email and telephone several times in the process. Essentially, for the unfinished version, Ken builds the hull out of wood, glue

and screws, flips it over and coats the outside with epoxy resin, leaving the rest of the work up to the new owner.

While Ken was working on the hull, I went in search of an outboard motor. I was told by Ken that anything from an 18hp to a 30hp would work. I had a 25hp on my former Carolina Skiff which seemed to be more than enough power and my brother has a 30hp on his 17' CS. But, it was ticker shock for a Mercury, Honda or Yamaha 4-stroke motor in that power range!

Also, since I was looking to buy off of the internet and avoid playing the game with a dealer, I found that with the exception of a pricey Yamaha 4-stroke 25hp, it was virtually impossible to have anything larger than a 20hp shipped directly to me. Something about having to have a dealer install the larger (25+hp) motors.

I decided to look for the best price on a 20hp Tohatsu since they manufacture the small Mercury and Nissan outboards for them as well and they are a less expensive version of those motors. Also, I could have it shipped directly to me, In my search on the internet, I ran across a company in Florida that was selling commercial grade Mercury (Tohatsu) Seapro 25hp motors that were delivered from Canada.

They were 2-stroke (which one cannot get in the US anymore) and new in the box with a warranty for the price of a 20hp. A standard Mercury 25 is 400cc, while the Seapro is 430cc. Needless to say, I bought one with a 20" shaft which was delivered to my workplace by truck with no problems.

Ken let me know in September that the hull was finished (mine is #104, so he's built a few) and I made arrangements to meet him at his shop on Cape Cod to pick it up. I drove my truck to the Cape on the arranged day, asked Ken a bunch of questions which he cheerfully answered, helped him load the boat on the trailer, hooked it up and made it back to Manchester, New Jersey, the same day with no problems.

I own another house near where I live

that has a garage which I had previously emptied out. We got the boat off of the trailer the following weekend and tilted it up on one side in the yard so I could get two coats of bottom paint on it before it got too cold to paint.

When it was dry, we got it back on the trailer, over to the garage door and slid it off the trailer onto a couple of wheeled dollies I had left from a previous boat building project. We rolled it back into the garage and fortunately it fit in the door with enough room to work around it while the door was closed. I had already measured the garage space and door opening, so I was pretty sure I could get it in.

I had downloaded a bunch of pictures from Ladybug's website (www.ladybug-boats.com) so I had an idea of what I wanted to do to the interior of the boat. I did want to keep it as open as possible, much like the interior of a working style garvey. I think by now the reader should be getting the idea that I like garveys, which I do, but it is virtually impossible to find one in good shape, or at least I couldn't.

I could not find plans either, although they occasionally build a small 10' version at the Baymen's Museum, basically by eye, but it would have been very difficult to scale it up to a 16'-18' version.

When I actually started work on the boat in early October, the first thing I did was frame the bow storage locker using 2"x3" stock with one frame running down the middle under where the foredeck would be installed so I could mount a bow cleat to the deck above it (the boat comes with a bow eye).

I used cardboard to make templates for the foredeck and the front of the locker, cut them out of ⅜" exterior plywood, fine fitted them, coated the inside/bottom with epoxy resin and glued and screwed them in. I then did a nice fillet with epoxy and sawdust at the joints where the deck and locker front met the hull sides.

Prior to installing the locker front piece, I also cut out an opening for a fiberglass hinged hatch cover I found real cheap on the internet. I also made a false bottom in the locker and, after coating the interior space as well as the piece of plywood, I used for the locker bottom with epoxy, I stuffed the space with cut up styrofoam pool float tubes to add some flotation to the bow area. That stuff is virtually indestructible, gasoline doesn't affect it.

I next added some flotation to the transom by creating some hollow areas on either side of the vertical ¾" motor mount board and filling them with ¾" exterior house foundation foam insulation sheets. Remember, this is classified as a "workboat" and does not have any flotation installed by the builder.

I then installed two seats across the hull made out of three 2"x4" pieces each fitted in and cleated together; one in the stern and one about amidship. It was getting cold in the garage by that time, even though I had a small electric heater, so I couldn't do any epoxy or painting work until spring. I finished up what sanding and minor carpentry I could and then shut the project down for the winter.

Fast forward to the spring of this year. Once the weather warmed up enough so that the heater could get the garage warm enough to work, I started again by priming and painting the outside of the hull. I had a gallon of duck boat green paint that I basically got for free from Cabela's so I decided to paint the entire boat inside and out with it.

Most garveys seen on the bay here in New Jersey are either painted gray or some shade of marsh color as many are used for duck hunting and/or clamming. See a pattern here? Anyway, this color choice did not go over well with my main crew member who thought the boat should look "cute." I did win this one, but only if I also painted some camouflage on it and a blue claw crab on the transom. No problem!

I sanded the inside of the hull and coated it with epoxy as well. Ken said that the epoxy wasn't necessary on the interior and he doesn't do it, but I know plywood and water. After painting the interior, I installed some floorboards in the middle of the boat made out of 1"x4" pressure treated lumber on pressure treated 2"x2"s resting on the bottom. I installed some nice cleats and bow chocks I got for free from Captain Bad Bob Reddington and the boat was basically done.

We got the boat on the trailer and hauled it over to my driveway. I hung the motor, which I had stored in my other garage over the winter, on the transom. After drilling two holes, I bolted it on along with using the clamps on the motor. I filled up the 6gal fuel tank that came with the motor with a double (25:1) mix of oil and gas as per the owner's manual for the first tankful and all was ready to go, or so I thought.

I had rented a slip at Sherman's Marina on Beaver Dam Creek, so we picked a day in early May and hauled the boat down there for the launching and maiden voyage. All went well until I tried to start the motor. A new motor should pretty much start with little or no trouble, right? Well, I pulled and pulled and pulled. No go, apparently it flooded. I let it sit for a while and tried again. Same result.

This wasn't my first rodeo, so I took the motor cover off and pulled the plugs to make sure they were gapped correctly and the wires were on correctly. I put the plugs back in and tried again. Again, no go. Now I was sweaty, disgusted and had a major blister on one of my fingers from pulling the starter rope. I went to the marina shop, tracked down the mechanic and asked him to take a look at it when he could. I know, I know, I should have test run the motor at home, but it was brand new!

I let it go for a couple of weeks and called to check the status. They were so busy launching other people's boats that it was going to be another week or more before he was scheduled to work on my motor. I went to the marina the following Saturday morning and pulled the motor off of the boat myself (and thinking at the time that it would make a great mooring anchor).

I took the motor to the closest actual Mercury dealer, Bridge Marine in Point Pleasant, that morning. They knew right away it was a Canadian motor. The owner was very accommodating and put the motor in their test tank while I was there. He tried to start it with no success either. He said leave it and they'd get it running.

They ended up taking the carburetor apart to check for junk in it (none) and shortened the choke travel. He called me and said they had it running and it had started on the second pull. He only charged me $50. That was the good news, the bad news is that apparently I have to get parts from Canada if I need them or maybe from Tohatsu, who actually manufactured the motor. I can't say enough about Bridge Marine though.

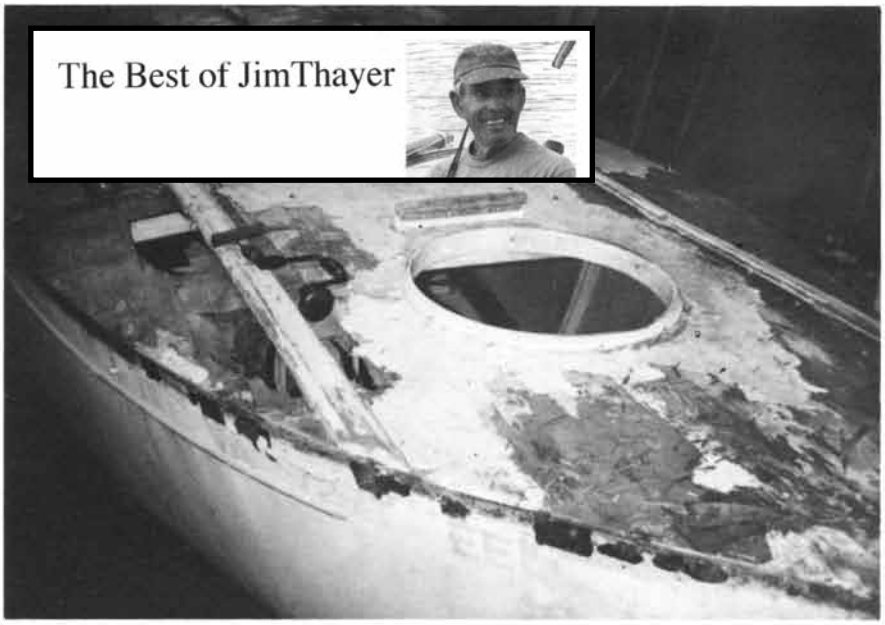
I put the motor back on the boat, hooked up the gas line and, lo and behold, it started on the first pull. Apparently the secret is having both the choke and throttle set in precisely the right positions before pulling the starter rope. Now I was a happy camper and much wiser, too.

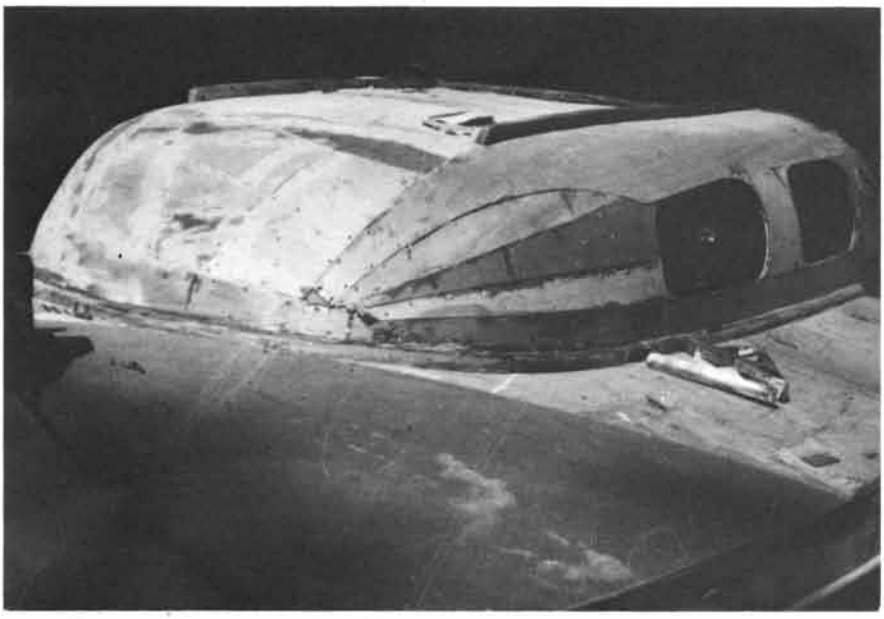
We planned our shakedown cruise/crabbing trip the following Sunday. We brought all the necessary stuff to the boat; life jackets, anchors, crabbing bait, crab lines, nets and, of course, a cooler. The motor again started on one pull, yahoo! Off we went headed for my secret crab honey hole about two miles away in the bay.

I kept the boat at low speed until I hit the mouth of the creek and the "No Wake" buoys ended. Then I goosed it up a little. With two of us in the boat she got up on a plane at about half throttle. I couldn't have been happier. I then opened it up all the way for a short period of time and she moved right along. I had to slow down though as the crew does not like to "go fast" when there are boat wakes. We got to my spot, anchored up and proceeded to have a very good day catching blue claws.

I couldn't be happier with the boat at this point. Ken's design and workmanship are great and the boat is exactly what I was looking for. I was going to give it a season and see how I liked both the tiller steering and the 25hp or whether I was going to put in a center console and upgrade to a 30hp.

I think I like it the way it is so far, but we'll see. I am going to add some more floorboards, however. The crew really likes the high freeboard and the room inside the boat compared to the Carolina Skiff, but the real high praise came from her grandson, JoJo "The Crab Master" who said last Saturday, "Pop Pop Dane, this boat is really cool," as he caught the biggest crab of the day. Way cool for sure.





Saga of "Sow's Ear"

By Jim Thayer

Start Delayed

You knew it was coming didn't you? You have no doubt heard that brave talk before. Well it wasn't really a failure of the plan, just that circumstances conspired against me.

She was sitting in the shop, all dried out, when I blew in from Colorado, dripping enthusiasm. I fell on her immediately, scraping crumbling epoxy and ripping up rotten plywood. A couple of days later I was up to speed when a lady, a very attractive lady, strode purposefully into the yard, extended her hand and introduced herself. That doesn't happen often.

She needed a rowing boat, a nice steady boat that would handle a large dog. And, of course, she wanted it now. I immediately launched into my standard discourse about the time constraints of old-world craftsmanship, plus the fact that my shop was already occupied. As we explored the customer builder relationship, it crept into my mind that there was a nice sum of money involved. Enough perhaps to make a Brest 92 trip feasible. Well, let's see, there is a New York hull in the mold, and if I drop everything, and work day and night, yes, it's just possible.

So, the 'EAR crawled laboriously back on the trailer and moved out in the yard where she huddled all summer under a securely -- I thought -- fastened black plastic.

Poking around Brittany, admiring all manner of beautiful boats, I don't recall that the old girl once crossed my mind. Assuredly the delay was justified.

Deck, Transom and Cabintop

Back home in mid August I found the cover askew but the damp was confined to the bilge where I could ignore it for the moment. I tore right into the deck ripping off the whole layer in places and just the top ply in others. I then added 1/4" plywood, 1/8" or just one ply from some delaminated interior I had laying around (don't ever throw anything away) until the deck came back to approximately the original 3/8". Where we needed some strength I used epoxy liberally loaded with sanding dust. Otherwise I used Titebond II which comes highly touted.

With the deck back to somewhere near original I slapped on a layer of 1/4" using Titebond II and a lot of drywall screws. I then removed only those "head eaters" that were sticking clear through the deck and gave the whole thing a coat of glass.

I could have gotten by just doing the top of the cabin but I was in the mode now so decided to cover the entire thing. Being nicely rounded it required a little more effort. Rather than getting into some sort of elaborate spiling just slip B under A and mark its edge to match that of A before A is screwed down. Then on to C.

Left from the top: The longitudinal strips on the deck were apparently just to cover the canvas seams but they encouraged rot. Cabin top gets a 1/8" overlay. Ready for the transom, note the bushel basket of rotten ply from the interior.

The next step to make her look more like a boat was to get a transom on her. Just lean a sheet of 1/2" up against her and mark around the outside. Piece of cake. Hold on! Before we put the transom on maybe we should do something to those lockers before they get beyond reach.

The bottom is very soft. When the time comes to overlay the bottom what will we screw the new plywood to? I put a 1/4" liner on the inside using epoxy and screwing it from the outside. The bottom was too soft to hold the threads so couldn't screw it from the inside.

I also put a backing piece inside the after end of the starboard topside where the planking was pretty well gone. Once the backing piece was stuck, the screws were backed out and the outside sanded to give uniform bearing for a patch. You'll never be able to see it.

The transom went on in good shape and the project began to look a little more upbeat. Time to get at that bottom. However, a new grandbaby is due in Colorado and we been out of the hills too long for sure. Back in the shed she goes and her trailer is hijacked by the Grand Mesa Trucking Co.

Looks like we will have to do the Bahamas in a Punkin this winter.

Top right: The transom in place with new after deck framing. Below: Puttied holes (arrows) show where re-inforcing was put inside. Tack strips hold feather edge of patch, screws will be removed.

Pert Lowell Co. has been advertising with us since 1983, this ad appeared with this article as reprinted from the September 1, 1987 issue. They are still doing business offering the same custom wooden boat building, mast hoops and nautical furnishings at the same location.

Replanking a Winer Malone Abaco Dinghy

By Doug Calhoun
Photos By Bob Pitt, Turner Matthews, Doug Calhoun

Winer Malone's reputation as a master boat builder extends from his Abaco shop throughout the Bahamas and way beyond as the many articles and books about him and his work attest. Any boat built by him deserves preservation not just because it was built by him but also because it is an excellent sailing dinghy. His classic wooden boats, built by hand and using only hand tools, can give almost endless years of service if they are properly cared for and preserved.

Boat builder Bob Pitt's own almost 40-year-old 12' Winer Malone sailing dinghy, the Mighty Sparrow, had a leaky bottom. It had to be hauled out to see what needed to be done. Bob has over 30 years of boat building experience so his talents are in need elsewhere, as are most of the skilled workers available. He chose this amateur to do this project, under his close supervision, of course. It's a bit like choosing a tool, one that doesn't quite fit the job requirements, but maybe with a bit of grinding here or there might be usable for the job.

The Mighty Sparrow, upside down (much like a patient on an operating table), was brought into the shop. The results of inspection showed that the entire bottom from waterline to waterline needed replacement, as did part of the keel, the forefoot.

Bob decided to do the forefoot of the keel first. The weakened part was removed by cutting down and diagonally in at each end of the bad section for about 6" or 8", then cutting parallel to the inner stem and finally cutting down to the inner stem so the rotted section could be removed. The result of cutting it in this way to remove it gave four different surfaces to help hold the new piece.

Then a piece of mahogany was cut to the corresponding length, shaped and fitted into place, seated with Bostik 920. For even more strength, two bolts were put through the keelson and fastened. This unskilled worker was almost overcome with pride at accomplishing this single feat.

The new mahogany forefoot in place.

Now the planks had to be examined. Bob could see that some repair work had previously been done here. At least three kinds of fasteners had been used. Those made of iron have mostly rusted away already leaving rust and rot in the frames. The slotted bronze screws were in pretty good shape and most removed easily, but some twisted off and needed to be dug out.

The last, the stainless steel Phillips head screws, were difficult to get a decent purchase on for turning, and when that was possible, they tended to twist off at the head and needed more work to get out. The condition of the frames became a concern and a lot of care would be necessary in fastening the new planks.

Bob noticed that some of the damage to the planks being removed resulted from the direct application of bottom paint to the pine planks without the use of a primer first. He said that this had caused the wood to shrink and to let the water in to do the damage.

The wood that Bob used for the planks was cypress taken from a chiki on his property that was built around a large tree in the yard behind his house. During a storm the tree, hit by lightning, fell and destroyed the chiki. This probably gave Bob the impulse to redo the bottom on his boat at this time. Cypress is one of the best woods for bottom planking anyway.

It was not simply that wood was cut to size and placed on the boat. Each board that was a candidate for a plank had to be examined. The grain in the wood had to be considered to understand how it would be when on the boat. The plank ends also had to be examined to see which way the tree rings went. The cup, as it is called, the board rings which are opening, need to go toward the frames.

To do the re-planking Bob devised a plan to remove and replace the bottom by working back and forth from one side to the other and from the bilges to the garboards, to start on the portside at the waterline, to replace the planks over each side of the bilges and then to do each of the garboards in order.

After the garboards were removed, work could begin at the plank next to the bilges and toward the garboards. The work would be from side to side and back and forth until each side was completely replaced.

First the planks to be removed were numbered to prevent future confusion, starting with the garboards on each side at #1 and then each numbered up to #8, which is at the waterline. They were not all ripped off at once. Only planks #8 and #7 were ripped off and work then began on #8.

Two planks taken off gave just enough room to use wedges to tighten up the edge of the new plank #8 to the original #9 which was still in place. Space was left for wedges when working on each plank so that each new plank could be similarly tightened and fastened.

After the first plank was removed, a light saw mark was made on each frame at the edge of the adjacent plank. This kerf mark helped to identify the width of the plank if anything happened to the original and also to identify the areas upon which the Bostik 920 had to be applied when the new plank was fastened into place.

Bob explained that the primary function of the Bostik on the frames was to isolate the iron within them to prevent further decay. Also, before the new planks were attached, each of the newly exposed frames had to be checked to see if one-to-one epoxy needed to be applied to strengthen it or to fill old screw holes.

This procedure was used with all the planks and frames, alternating from side to side, taking one off as one was replaced but having two off at a time to leave room for wedging the new plank edge tight. Each plank removed was also identified by its original location at port or starboard and by its number from the garboard.

Most of the boat's planks were ½" thick. The new boards for the planks that were placed over the bilges, however, were planed to ¾". This was because, since there is no hard chine, they had to be hollowed out on the inside to fit the rounding of the frames. Then the outside of the planks were planed down toward the edges to a width the same as the surrounding ½" thick planks after they were fastened.

The easiest way to do the hollowing was to make a pattern from a small piece of plywood or doorskin by placing it on the rounding of the frame, drawing a line on it and cutting it to the same shape. Then this shape was fitted and refitted against the inside of the plank as it was planed and re-planed until the shapes matched and the plank fit.

To make each new plank, the original plank, in this case #8, was clamped on a new, planed, board as a pattern and lines were drawn around it for size. Several inches of length of the plank were left beyond where the transom would be. The added length functions in a variety of ways but especially in helping to clamp that plank or adjoining ones. The extra length was cut off when it was no longer needed.

At first this worker cut the new planks, leaving quite a bit of board past the lines as a precaution. Over time and through experience, this, by then semi-skilled, worker cut the planks closer and closer to the lines with less and less material left to hand plane and fit.

First the bow end of each new bilge plank was fitted. The point of the plank where it meets the stem had to have a bevel on it so it could catch on the edge of the rabbet on the inner stem but not enough so it would hold without a clamp. Then the outside of the plank where it would hit each frame had to be carefully measured and marked so the inside could be properly planed and fitted over the frames at the bilge. The rest of the inside of the plank could be gradually planed down to those points since nothing would hit against those areas in between.

Eventually plank #8 had to be fitted next to plank #9, which is above the waterline and is one of the original planks good enough to be left on the boat. Fitting the new plank with wedges to tighten it against the old plank revealed gaps between the edges of the two planks. The gaps, of course, had to be removed. The gauge for tightness Bob used was a business card. The planks had to be so tight down their entire length that a business card could not be pushed, with light effort, between them. He was not kidding.

To remove the gap, the process was to fit the new plank as well as possible, then to note in pencil on the outside of the plank where the gaps were and where to plane to remove them, then to remove the plank and to begin at the stem end to plane the areas of the plank next to each gap and to repeat this process down the length of the plank toward the transom.

To do this required that the plank be removed, planed, relocated, tightened, gaps found, noted and then the process repeated as many times as necessary to get the plank tight the entire length. This is appropriately called "chasing the Devil."

When it was finally fitted, the outside of the plank edge was beveled one-third of its thickness, wide enough to receive the twisted cotton for the caulking done later. Only one edge of each plank was beveled and then butted to an unbeveled edge of the next plank. The caulking was only to be done after the entire bottom was re-planked, however.

Then, before the plank could be fastened, the Bostik 920 was oozed on the frames in the areas the plank would occupy. The plank was then replaced, retightened with wedges and then Bob, leaving his supervisory position, drilled, countersunk and, using a Yankee screwdriver, screwed it into place.

This worker functioned like a nurse in the operating room during this process, I got all the tools to be used ready, made sure there were enough of the right screws, prepared the frame surface with the 920, put clamps near and helped to clamp the planks.

Though he does use battery-operated drills to make the holes for the screws, Bob refused to use the battery-operated drills to screw in the bronze screws. This was not so much because of the traditional aspect as because when using the battery-operated drill, it was not as easy to feel the tension of the screw being driven and to tell when to stop before splitting either the plank or the frame or damaging the screw.

All this work and one plank was replaced over the bilge. "Wow," thinks this worker.

"You are off to a good start," says Bob.

Me hard at work or at least concentrating.

A Winer Malone skiff has three planks over the bilges on each side. Bob felt that the planking over the bilge area may be a characteristic of workboats of the Bahamas. As he stated, "The interesting thing is that what appears to be a random and maybe unappealing plank layout concentrates the bulk of the plank hollowing into two or three planks. This seems to be a distinctive third world, or even Bahamian, approach to planking. Along with butting planks on a frame, these practices are not considered to be 'yacht quality'. This is why I like Third World work boats."

While basically this same process was used for all planks, the garboards had additional concerns. They take the most bend and twist of any of the planks, especially at the bows. The first attempt to replace a garboard was on the port side. First a doorskin pattern of the bow end of the plank was made, an attempt to reproduce about a foot of the length of the plank. Then this information was transferred to a short piece of plank wood to try to figure how the bevel should be made to fit into the stem and keel areas. This information was then transferred to the plank to be used for the garboard.

Bending this first garboard plank into place involved some experimentation. Its thickness made it difficult to bend and twist. Sawing into it from its end to a point a short ways down its length, horizontally across the width of the entire board (not down its center), where most of the stress occurred, let it bend a bit more but was still not enough.

After the first garboard attempt broke, some other workers suggested ways to bend the new plank. The suggestions ranged from putting it into a steam box, which was not an option, to soaking it in water with various additives like vinegar, or even mineral spirits.

Bob decided to get fresher, greener wood for the garboard planks. After the new board was cut to size, he used as tall a bucket as he could find, filled it with water and placed the bow end of the new plank into it. Then he tied the plank to a support in an upright position and allowed it to soak. After a few days, the new garboard plank bent much easier and was much easier to work with.

For the new garboard the lines and any information derived from the previous attempt were transferred from the split plank to the new one and the shaping of it began anew. Then the bevels were transferred to the bow end. Beveling the stem and keel side of the garboard had its own unique problems.

The difficulty of beveling this plank was increased because the angle of the bevel of that side of the plank changes as it moves from frame to frame, from bow to stern, due to the shape the boat takes, wider in the middle than at the bow, for instance. The garboard bevel, because it changes as it moves from bow to transom, is called a rolling bevel.

The angle of the bevel had to be found at each frame and its corresponding location was marked on the plank. Planing was gradually done down the plank length, changing the bevel from frame to frame.

The completion of the first garboard plank produced a bit of a celebration. This worker was dazed by it.

The clamps on the bow end of the garboard and the bilges in place at the bow.

Work went on from one side of the boat to the other until finally there was one large opening left, which had to be planked over. This was plank #4, which actually consisted of three parts. From the bow to frame #7 was one part, which patterned on the Malone #4 plank started at about 1" wide at the bow and opened to about 5" at frame #7.

When cut it looked oddly like a poor attempt to make a paddle, the changes along its length were very dramatic. From frame #7 to the transom this plank consisted of two separate additional parts, side by side. They started close to 2" wide each and ended at about 5" wide each at the transom. These planks are variously called the stealers, or the shutters or also even the closers. When finished, however, there was a suitable celebration and they were called, appropriately, the whiskey or rum planks.

The main difficulty with this plank was in fitting all sides of the plank at the same time. Because the opening was the same size as the plank needed to complete the hull, there was not enough room to employ the wedges previously used to fit planks.

Work started on the single piece toward the bow. The plank had to be cut larger than the space and then both sides hand planed down gradually, from the bow part to frame #7, making sure that it remained tight enough to have to be forced into the space.

The first attempt resulted in another pattern. Bob pointed out that the fact that the bow part was almost triangular in shape allowed a worker to place the small end in an open space and then move it toward the bow fitting it as it was moved. This method of instruction resulted in mixing this amateur's emotions but reinforced the process in my memory. This is true.

To fit the whole plank in tight a different wedging process was used. Blocks were clamped along the keel with enough space toward the garboard to put the end of a length of wood wide enough and long enough to create and stand the stress of being placed over the side of the boat and to force the new plank into place by using a pipe clamp extending from the sheer to the opposite end of the plank.

The Bow part of the shutter plank and clamp used.

Aft part of shutter plank with related clamps.

The pressure was increased further by using a small block, no wider than the plank itself, under the board and only on the plank to be forced down. Then the pipe clamp was tightened forcing the board down on the block, which with some gentle persuasion by a mallet, pressed the plank into the space. The other two parts of the plank were fitted against each other first and then worked forward and into the space.

The three pieces on each side were gradually fitted into place to complete the plank-

ing. Frames #7 with the Bostick 920 function as butt blocks to complete each plank.

The plank ends extending beyond the transom so clamps can be used on them when other planks are in place.

Restoring a wooden boat not only gives the worker knowledge of boat building, but gives him an intimate look at how the boat was built and, in this case, a great respect for the original boat builder and a slight feeling of a connection with him.

It only remained to caulk the seams. Bob did this. He used his traditional wooden mallet and caulking irons and pounded the twisted cotton into the seams. Then he covered the cotton seams with a layer of 920. He painted the bottom with a primer to help seal the wood from water seepage. Over this primer went a final coating of bottom paint

The finished bottom unpainted.

The painted bottom from the transom end.

Finally the Mighty Sparrow was turned right-side up on the trailer to help her recover from the operation. Bob hosed some water inside to check for leaks and to let the planks swell and fit tighter. She settled. After a few days she recovered enough from the operation to be re-launched.

Bob rigging the boat in front of the new F.I.S.H. Boatworks.

At launch a light breeze caught the Mighty Sparrow and as she moved easily out into the Cortez Kitchen, she picked up speed. Bob smiled. Winer Malone's 12' Abaco Dinghy was good for many more years and I can exhale.

The F.I.S.H. (Florida Institute for Saltwater Heritage) Boatworks is at 4523 123rd St. Ct. W, Cortez, FL 34215. Volunteers are at work Thursdays, Fridays and Saturdays from 9:00 to 3:00.

The boat rigged up in front of the new F.I.S.H. Boatworks.

Volunteers of various skill levels, donations and other meaningful contributions are welcome.

Bob's boat is in the lead over the other two Bahama skiffs.

The SEAFLY: A Potential Cruising Dinghy?
by Peter Taylor

An owner's enthusiastic profile of the renowned SEAFLY. This 1960 design by John V Kelley followed his successful 12ft 9ins MAYFLY, 1956, which it closely resembles. Kelley had previously designed and helmed successful boats in the National 12 and National 14 development classes.

In the last issue of *Dinghy Cruising* there were photographs of Gavin Millar and myself enjoying the autumn winds on the River Itchen. I was out sailing my SEAFLY dinghy single-handed in the stiff breeze. Later, back on land, I discussed with Gavin just how suitable the SEAFLY might be for dinghy cruising. The one major factor which makes it worth considering the boat for cruising is that, despite its being a reasonably fast 'racing dinghy', it is remarkably stable and well-behaved. This combination of stability and speed makes it particularly good for day cruising. If you are caught out in deteriorating weather, or if the wind drops and the current is against you, a SEAFLY might get you home when other dinghies would fail. Indeed, while the SEAFLY Class Association (active until the mid 1990s) emphasised racing, the boat was originally conceived in 1960 as a general purpose dinghy suitable for family sailing on the sea.

I first sailed a SEAFLY as a schoolboy in the 1960s, not only racing in North Wales regattas, but also day cruising from our home at Llanfairfechan on what then was the 'Caernarvonshire' coast. A regular sail was the 9-mile round trip to Puffin Island, off Penmon Point, the eastern corner of Anglesey.

On very rare occasions we braved the vertical seas in the Penmon Strait tide race and ventured further up the east coast of Anglesey, or headed out eastward across Conway Bay to Great Ormes Head.

Single-handed on the River Itchen (Inset: Photo from DC #213,Winter 2011)

However, careful study of the tide tables was needed for such trips. With spring tides of over 8m, a mistake could mean having to drag the dinghy on its launching trolley half a mile or more across the sands to get home. The same tide tables suggested that it was easier to sail toward Penmon Point, turn left, and sail southwest along the Anglesey shore to Beaumaris.

Sometimes we continued on to the Gazelle Hotel with its own slipway looking out towards Bangor pier. With careful planning one could be stranded in the hotel bar until the tide turned and there was enough water over the Lavan Sands to return home!

These trips were normally undertaken by myself and a fellow classmate, sailing by ourselves. In those happy days we were brought up under the Swallows and Amazons philosophy of 'better drowned than duffers' and, not being duffers, we planned ahead and didn't drown!

Twice in those North Wales days I was involved in potentially life-threatening incidents when racing fleets were suddenly hit by bad weather and boats were wrecked. On both occasions the SEAFLY got me home safely. One was a regatta at Beaumaris during the 1966 Menai Straits Fortnight. A sudden gale wrought havoc; some keel boats sank, many dinghies capsized, and both the local RNLI lifeboats and a rescue helicopter were called out. In the SEAFLY we quickly dropped the mainsail and returned to shore

Cockpit layout for one of the last original SEAFLY hulls built.

Launching at Llanfairfechan in the 1960s; Puffin Island behind.

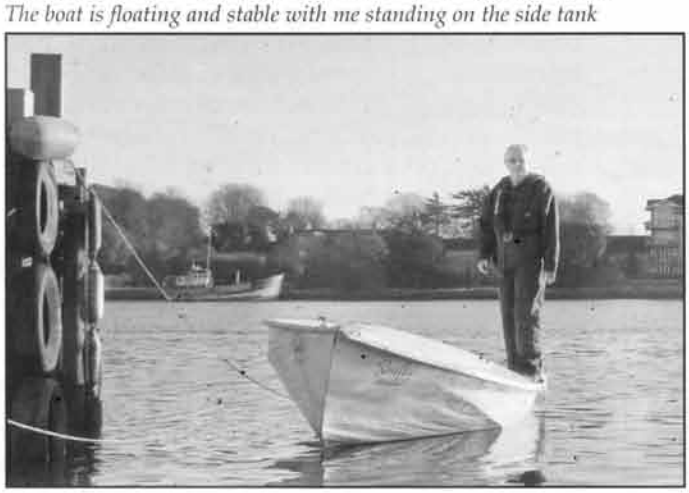
under jib alone, planing most of the way. It was so rough that as we passed a GP14 it capsized under bare poles! On occasions like that I was glad I was sailing a SEAFLY! The excellent rough weather performance might suggest that the SEAFLY is under-canvassed, but that is not true. In Portsmouth Yardstick ratings the SEAFLY is significantly faster than an Enterprise, GP14, or Wayfarer; a useful characteristic if you are fighting your way against a current.

The high stability of the hull comes from the way in which the single chine is swept up towards the bow. This creates a 'deep V' hull forward with a large, relatively flat planing section aft. Somehow this hull shape also results in a very light helm. The SEAFLY remains remarkably well balanced on all points of sailing, whether upright or heeled, on or off the plane.

Indeed, it is a very forgiving boat ... you can make a stupid mistake when helming a SEAFLY and not capsize: I know from experience! I'd be brave enough to say that, when cruising, the likelihood of capsizing a SEAFLY is small. On the other hand, racing, with the spinnaker set in too strong a breeze and the boat almost becoming airborne as it bounces over the waves – well, you might indeed capsize. Then sometimes there were other problems. The large built-in side buoyancy tanks meant the SEAFLY floated high and tended to turn turtle. On righting, the boat often contained very little water and floated so high that it was difficult to get back into. But these should not be problems when cruising. Nowadays I use a masthead float on my SEAFLY and it doesn't turn turtle.

A recently built Seafly (note the added mast head float).

The boat is floating and stable with me standing on the side tank



Most SEAFLY hulls have hatches into the forward part of the side tanks with an internal partition which creates a storage area. The extra weight of cruising equipment in the side tank would make the SEAFLY ship more water and float lower following a capsize. Reducing the built-in buoyancy in the region forward of the thwart was actually

considered by the Class Association and at least two boats were so adapted. This resulted in a 'Cruising SEAFLY' with a roomier cockpit, which was claimed to behave better in a capsize. The large space above the forward buoyancy tank is also available as an alternative stowage space for gear protected in dry bags.

What about overnight trips? The relatively flat aft section of the SEAFLY hull means that it will sit fairly upright on a mud flat or sandbank. Mine lives happily year-round at a jetty which dries to mud at low water. However, for overnight camping there are aspects where I would think the SEAFLY would be inferior to, for example, a WAYFARER.

The latter is an extra foot longer and has a little more beam, hence a roomier cockpit compared to a standard SEAFLY. The WAYFARER has floorboards (or a self-draining cockpit) giving a relatively flat, dry area for sleeping. In a SEAFLY you might find yourself lying in a puddle, particularly if self-bailers are fitted!

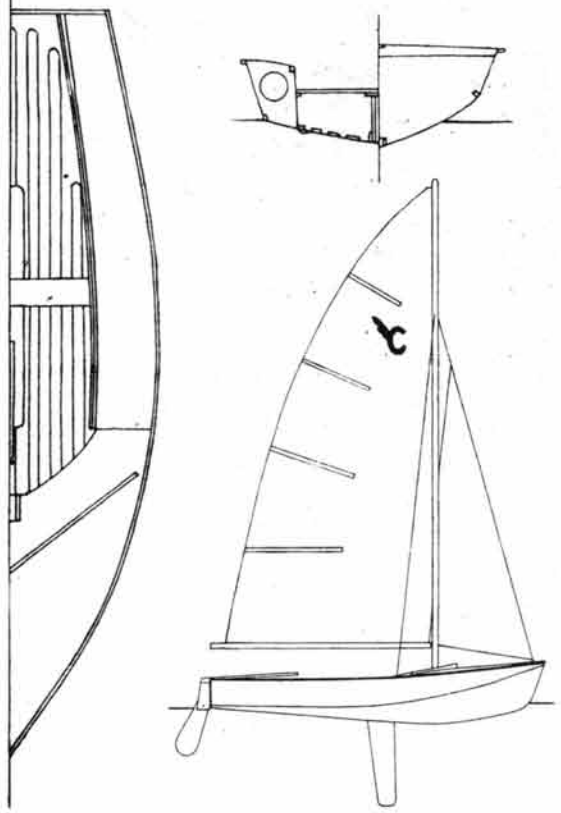
The considerable extra weight of the WAYFARER might actually become an advantage if anchored overnight. A racing SEAFLY with all fittings weighs only 240lb (109kg) and, unless well weighed down by campers and their gear, might be lively when riding at anchor in a gale.

On the other hand, hauling a SEAFLY out of the water and turning it upside down for use as a shelter could actually be contemplated.

Although the last original SEAFLY was built in the early 1990s, secondhand boats in good condition do occasionally come to market and new SEAFLYs are now being built in the Lake District. My own website has a history of the SEAFLY and the Class Association, as well as an attempt to track the whereabouts of surviving boats (both SEAFLY and MAYFLY): **www.seaflymemories.org.uk**.

I'd be happy to talk to anyone interested in using the SEAFLY for cruising, I can be contacted through the web site. *PT*

SEAFLY: drawing of the original, wooden version



SEAFLY Statistics (Present model):

length 14ft 9ins | 4.49m

beam 5ft 9ins | 1.75m

sail area 120 sq ft | 11.14m

spinnaker 134 sq ft | 12.94m

hull weight 107kg

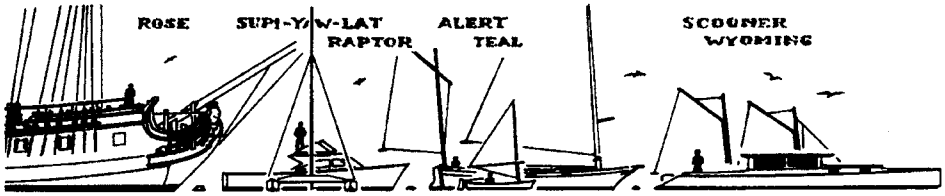
Portsmouth Yardstick 1087

Designer: John V Kelley c. 1960

Present builder:

http://www.seaflydinghy.co.uk

Reprinted from *Dinghy Cruising*
Quarterly Journal of the Dinghy
Cruising Association (UK)



PHIL BOLGER & FRIENDS, INC
BOAT DESIGNERS
PO BOX 1209
GLOUCESTER, MA 01930
FAX 978-282-1349

Phil Bolger & Friends On Design

"SACPAS-3" (LCP)

Design # 681
39'1"x7'5"x12"x225hp

(Twelfth in a Series of Articles)

Old hands at building smaller and larger craft already know this from their own deep dips in frustrations or elevation to supreme enlightenment that a lot of energy goes into the "little things" that don't look like much work. An insight not exactly limited to building a boat, just because one knows what's next and are quite sure how to do the job does not mean it'll go quickly, smoothly or won't even be a setback despite best efforts.

Case in point, that small hatch hinged to the back of the big fore-and-aft hatch that allows walking upright through the cuddy and into the bow cockpit. We looked at that convenient geometry in Episode 11 on SACPAS-3. It had been built out of the same sheet of ply as the big hatch, cut, rounded over, glassed, the weave filled with a nice slurry and sanded to fine finish, then painted in two colors, outside versus inside, its hinge aligned and travelling perfectly through its 180º arc, to then not match up with the center inwards swinging windshield panel.

Not the windshield's fault. But the location of the big hatch had shifted forward to mate up well with that bottom-hinged companionway hatch. Between adapting to the gaskets and getting the best fit to lock that companionway hatch with the lip on the forward edge of the large cuddy hatch almost an inch was lost and the little hatch had not grown any longer to make up for that. (Picture #1)

Off to do it anew, hopefully long enough this time (?!), every movement and step in that process ever so familiar. Deep conclusion to draw from this one, "when in doubt keep it longer, it can always be trimmed later." One thing's for sure, that was no doubt mostly the designer's fault ! Certain of it.

It seems, and often is, handy to combine multiple functions in one project so that there is enough time to do other things twice? Well, to combine storage and a structural requirement is a no-brainer, if at all possible. Here the helm and co-pilot seats and crew benches aft are located upon sizable boxes the lids of which carry the seats or benches. (Pictures #2 and #3)

The industrial black rubber seats have tracks and modest but handy armrests that can flip up and out of the way. For all one knows they might be reasonably comfortable for longer times at the wheel, of course, one can always stand up. The box lid would be hinged forward to allow lid and seat to flip forward and open the box. Easy enough. Boxes are easy. Hinges familiar.

But locking lid and seat securely in horizontal position proved a fair challenge. Barrel bolt? Yes and no. Mostly no! After brainstorming, the first set of solutions proved not the most convincing. Eventually two door latches were bought, the kind that are wedge shaped and spring loaded and opened again with a twist knob. Mounted at the rear of the lid, behind the seat's cushion, this latch would engage a nice stainless catch and would also protect the vertical frame between hull bottom and roof. So, reach behind the seat, turn the knob and, behold, the lid would flip forward along with the seat and, as someone recently exclaimed, "Bob's your uncle!"

Never mind Bob, no, I don't mean you, Bob! This all looked promising, even sounded cute, until it all came to a dead stop. The boxes had come out solid, straight, reinforced the hull structure, gotten their first coat of paint, when I reminded myself not so gently that this was neither the time for lids and latches, nor for hinges, paint and catches. I had blissfully pushed aside a job that would not require a lot of heavy lifting, build new muscle groups in odd places or was intellectually demanding, but it involved a lot of coarse and baby blue sawdust, not remotely matching the satin beige-and-white paint scheme that was just beginning to look good inside her house.

Purgatory obviously would be quite different. No squeaking foam boards, manic saw cuts through what Phil called "tangible voids," no baby blue dust and likely no eager greenheads either. But it was muggy, the screaming full blast jigsaw with the burnt out speed control noisy, with little artisanal value in this repetitious act of trying to maximize the given limitations of a 2'x8' foam board in 1" and 2" (Picture #4). 4'x8' board used

to be readily available, so I claim, and would have saved piecing pieces with precious overlaps. But then the board really would not have fit inside the house at all for quick measurements, marking the void and cutting it. And the aft cockpit would be snowstormed in light blue as well. Can't win this one.

Of course, there is defensible rationality behind the foam mania. Summer heat and bugs may do things to me. But certain areas in plywood hulls really invite the addition of closed cell buoyancy foam. In an all epoxy environment, whether I'd add plywood to a sandwich or a few inches of foam and then a final thin layer of ply would be no different. Cold molded hulls have been around for decades. And if one can do everything to keep them at the surface after serious hull damage, one might get to enjoy them longer.

Here the layers of foam inside gently curving and slightly twisted ply topsides would add up to many hundreds of pounds just along her cabin in addition to the buoyancy of the wood in her structure. And more to come in her cockpit area. High degrees of sinking resistance built into one-off hulls is one of the many opportunities inherent in this kind of plywood construction. (Picture #5)

The fact that here a foam compatible construction adhesive would go over a well soaked epoxy surface to glue the foam in place at reduced cost should make no difference. The hull structure is already established, with the foam layers an addition, not a necessity. The final inside plywood layer, of course, requires solid epoxy soaking on the foam side and likely its interior face as well. Good thing that epoxy does not eat foam but requires a bit of roughing up of the surface. Snag is that if we are used to epoxy fumes, construction adhesive may be a sobering experience. Gloves suggested either way!

Cutting foam is a messy affair. (Picture #6) It clings to everything. Does not make me look good. Might puzzle folks. And, as coarse as it is, I could likely chew it while I'm working the stuff. But sanding it is no good. Sanding fresh epoxy is unadvisable. And oil paint dust, even in matching colors, won't do the lungs any good either. So breathing protection is a must, often alongside eye protection. It is actually oddly refreshing at the end of the day to take the 4" hose of the dust collection machine at full song and draw all the noxious dust and bits off my pants, shirt, armpits, neck and hair, etc.

But it is even better to capture as much of the dust as possible. Various machines come to mind. And several were used on this project. But without a well set up shop at hand, with, for instance, dust collection hoods overhead a given work station, much of those were often quite ineffectual. Particularly sanding epoxy and glassed sheathing of ply was, and is, a notorious chore taxing patience and no doubt my health.

A trip to the home center won't immediately alleviate the challenge. Bags on sanders help but don't do a good enough job. Local contractors diverge in their views. And glossy fine tools catalogues feature sanders and vacuum machines that no doubt leave the planet cleaner than they found it. But I may not have sold ENRON in time and I'm looking for plausible alternatives.

For the time being, at least, a small so-called autovac running on 110vac at 7a seems a fine solution when its hose is custom duct taped to the sander's bag adapter. For around $40 "Bob may be your uncle" again. Since it leaves nary a speck of dust behind, I suspect it will melt its motor any day now. Meanwhile, it will do fabulously, especially inside tight boat spaces inherently hard to ventilate. I might even try shoulder straps. (Picture #7)

Still, doing the bathroom/head wall and door combination seemed a better proposition flat on a table, inside the shop, for every step from cutting the door out of the larger wall piece over framing door and opening to epoxying and painting both sides. The wall had been cut, fitted and then removed ages ago for easier access to the topsides interior in that part of the hull. Wisely the fastening cleats to bulkheads and ceiling had only been screwed in. Otherwise, not getting it back in would no doubt have resulted in yet another excursion of whichever philosophical realm seemed most promising.

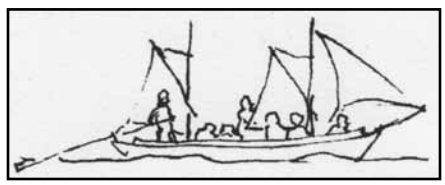
Carefully controlled by temporary guides, the door was indeed cut out of the panel. As my erstwhile co-worker Rosalyn Frontiera had remarked many times, "it's all in the prep!" (Picture #8) Indeed it was. And both pieces will forever match each other well. A length of stainless piano hinge will control at least one end of the union.

Finding a low profile door lock for the other edge took a while, saving over 1" of protrusion into the already limited passage past the head. But building up the simple square box to allow the standard mechanism to work took, well, longer than expected! Reminds one of why factory drilled door lock holes are taken for granted. (Picture #9)

Walking the whole combination in and out of the boat in one piece for the first dry fitting was done but later thought better of. Hinges can be unscrewed and doing the trip twice added to healthy exercise. The chances of dropping the assembly while getting up the ladder would no doubt have added another layer of elevation to supreme enlightenment. I, for one, am only good at absorbing in small increments. (Picture # 10)

Careful measurements did allow doing the two-tone paint job right across both pieces as they sat flat on a table for rich coats without running off in any direction. Ditto for the small hatch piece. "Gravity is my friend" has applied across so many episodes building this boat. So it came out looking decent and should last. (Picture #11) Ergo, not many grimaces or unpronounceable bubbles over the head. Only more morsels of wisdom to impart.

Sure, there'll be more on this project!



Mast Hoops for *Marion*

By Paul Gray
Reprinted from *The Mainsheet*
Newsletter of the Delaware River TSCA

Last May Mike Wick, my wife Beverly and I went down to the Independence Seaport Museum in Philadelphia to work on mast hoops for *Marion Brewington*. The basic process was as follows:

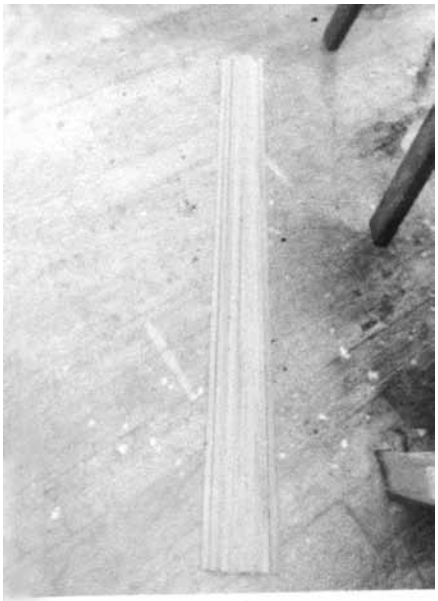
Strips of green white oak that Mike Bill had cut and planed were steamed for about 15 minutes in the ISM "food bag" steamer.

Strips were bent around a plywood form with a metal retainer clip and clamped.

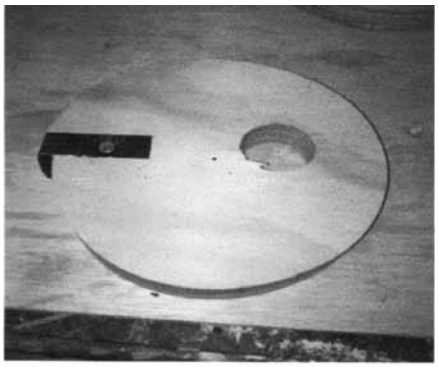
After cooling, clamps were replaced with spring clamps.

Inside and outside "tails" were tapered.

Hoops were drilled for rivets and riveted.



1-Cut Strips



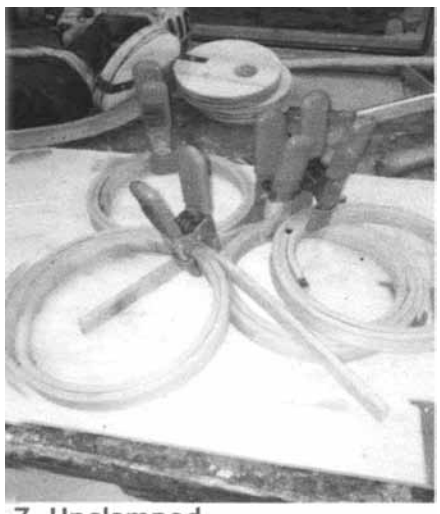
2-Plywood Form

3- Food Bag Steamer

4- Mike Wick Bending Strips

5-Mike and Paul Clamping

6- Clamped

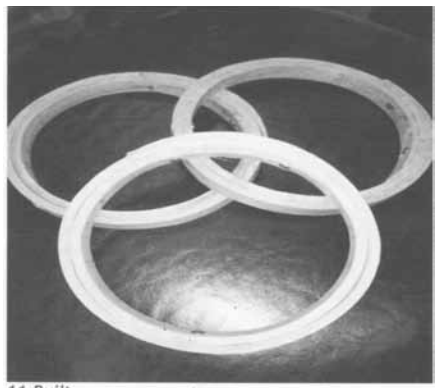


7- Unclamped

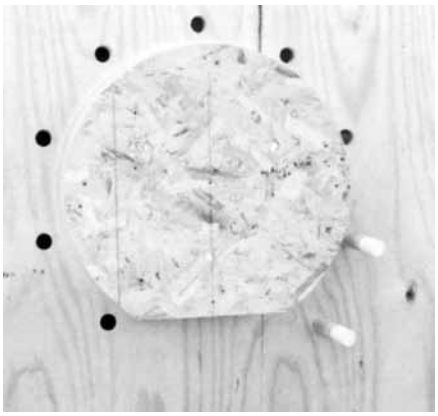
8- Beverly Tapering

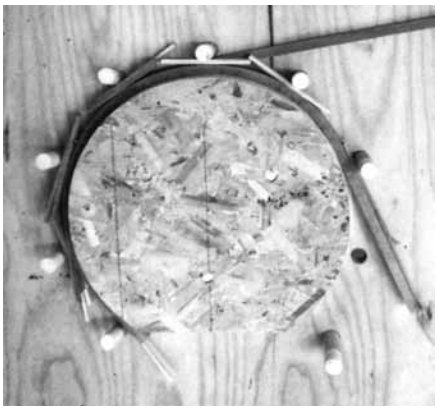
9- Paul Drilling

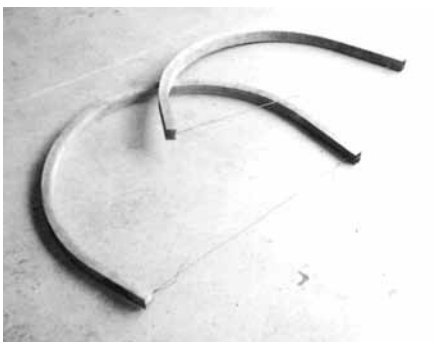
10- Paul Riveting



11-Built







Working With One's Hands

Your Commentary of February last has prompted me (on several levels) to respond with a few thoughts and an item which may be of interest to readers of *MAIB*.

Your editorial in reference to a new book, *Shop Class as Soul Craft*, by Matthew Crawford nicely extolled the virtues of working with one's hands. Those of us who work with our hands will grasp intuitively the "holiness of work," as craftsmen a hundred years ago like Eric Gill, William Morris or Elbert Hubbard of Roycrofter fame (as well others before and after) so passionately believed. A major tenet of this philosophy stresses the value of hand-eye coordination, hand-mind if you like.

They promoted this doctrine by living it; this, when handcraft was fast becoming an anachronism amid the numbing "machine minding" requirements of the Industrial Revolution. That the Industrial Revolution ushered in positive, lasting contributions to humankind, and a number of equally negative ones, is undeniable. But that's a discussion for another day.

What cannot be denied is that the responsibilities of the worker in the scheme of those advances had changed forever. Nowadays, in order to practice craft we must actively seek out its methods, its rare practitioners, rather than naturally assuming ownership of it by living trust passed from father to son or mother to daughter, as formerly our ancestors did.

This notion of the rightness or fitness of manual labor was, and is, uniquely characteristic of many quasi-utopian communities (and educational institutions) where it is regarded nearly as therapeutic as prayer or meditation. It is the reason we are willing to spend countless hours building a boat that would be cheaper, if time were money, to buy ready-made.

We begin to comprehend the essential worthiness of a day's work as separate from a day's pay. Simply put, we enjoy the work. When we "get in the groove" work becomes an effortless concert of physical and mental motion not dissimilar, I'm told, to the effects realized in yoga, though on a different plane perhaps.

Life takes us in many directions, yet never will it take us to where our previous experiences cannot be of some aid, even if that aid be nothing more than what simple confidence brings to the table. Now and then many of the skills we learn lend themselves to unintended applications. I relate here just such an example.

The knowledge I gained from steam bending a brace for the back of a Windsor chair and the chines for a rowboat (see *MAIB* Vol 27, No 7, p33) held me in good stead for a rather unorthodox application on, of all things, a motorcycle rebuild. I don't ride 'em, but I help my brother build 'em. For this project a 1982 Honda Silver Wing was taken apart and mostly discarded.

We retained the motor, drive train, wheels, front fork and some of the electronics. The frame, tank and everything else is being custom made from "scratch." Apparently this was not quite challenge enough so we got it into our heads that what the bike really needed was a fully functional, solid wood rear fender, a turned wood bowl-like housing for the headlight and, to complete the package, some wood accents on the "dashboard" located on the frame bars atop the gas tank.

It is seen in the accompanying photos that we locked up some steam bent white oak scantlings (green, 1¼"x1¼", straight grained) around an armature prepared for that purpose; two strips per steam session were locked in by means of pegs and wedges. A few days later the arched strips were removed from the armature, their ends wired taut and their sides cradled by boards and clamps to prevent any possible twisting.

After curing in this position for a few more days, the strips were ready to assemble into a fender. The fender was constructed "step" fashion in order to conform to the arch of the tire, as a tire is seen in cross section. To add strength to those "steps," oak dowels were inserted laterally as can be seen better than explained.

Brass "knockdown" furniture hardware will be inserted into the fender to facilitate attachment to metal struts which are welded to the bike's frame. Several sanded coats of a quality woodworkers polyurethane on the wood will make it truly weatherproof. Additionally, the fender's underside will benefit from a few coats of epoxy, black paint and fender well rubber spray.

We hope to enter the finished bike in the "Donny Smith Motorcycle Show" in March of 2013 in St Paul, Minnesota. The experience of helping out on this chopper build will keep my skills from getting rusty while I try to figure out where (and with what money) to build that catboat I've been dreaming about.

New Online Tool

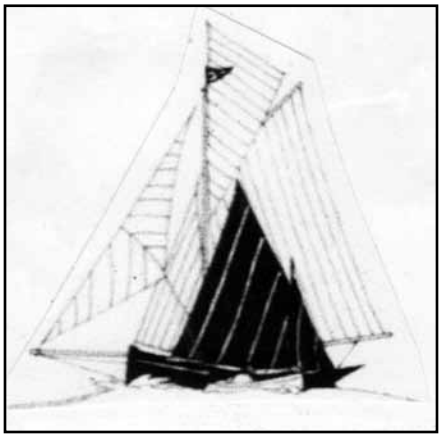
To Make Exploring the Northwest's Maritime History Easy

A new Northwest maritime history web search tool makes it easy to find out where explorers first landed, where native canoes came ashore, where maritime artifacts are stored and where the region's nationally registered historic vessels are homeported.

Sound Experience, the Northwest School of Wooden Boatbuilding, the Northwest Maritime Center and Wooden Boat Foundation, along with other members of the Pacific Northwest Maritime Heritage Council and the maritime news website Three Sheets Northwest, have jointly launched the Northwest Maritime Heritage site. The online resource allows users to quickly find all of the region's historic ships, lighthouses, maritime museums and events to help them explore the region's nautical past.

"The new site at http://www.threesheetsnw.com/maritimeheritage will make it easier for patrons here at the NWMC to discover all the other amazing maritime heritage sites in our region and learn more about our own organization," said Jake Beattie, Executive Director of the NWMC.

"This new effort, created with our fellow maritime museums, historic ships and other maritime sites, is designed to help better inform and educate the public about the Northwest's maritime history and at the same time use technology to help increase regional tourism."



"This new online search tool is designed to make it easier for people to find the exact type of maritime heritage sites or vessels that appeal to them."

The new site is powered by Three Sheets Northwest, the region's only website providing daily boating news, views and community. The Northwest Maritime Heritage site provides multiple ways for visitors to find and engage with the vast number of places, attractions, vessels and organizations that provide the foundation of the Northwest's thriving maritime heritage and culture.

The site features a powerful search tool, maps showing the location of heritage sites and easy to browse categories of maritime attractions, organizations and vessels throughout the Northwest. The data in the site was originally collected through a program created by King County's cultural services agency, 4Culture.

"It's estimated that more than half a million people visit Northwest Maritime heritage sites, maritime museums, historic vessels, lighthouses and other locations in British Columbia, Washington and Oregon every year," said Les Bolton, Executive Director of the Grays Harbor Historical Seaport Authority, and one of the co-chairs of the Pacific Northwest Maritime Heritage Council.

"The site is easy to navigate, allowing the users to search by the type of attraction in which they are interested," said Bryan Klassen, Director of the Britannia Heritage Shipyard in Richmond, British Columbia, and another co-chair of the Pacific Northwest Maritime Heritage Council. "Tourists from BC to Oregon will be able to use this new tool to find new maritime heritage sites that they might not otherwise know about, and plan visits."

There is no charge to use the new search tool at www.threesheetsnw.com/maritimeheritage and anyone interested is encouraged to log in today to reconnect with more of their maritime history.

About Sound Experience

Non-profit Sound Experience owns and operates the historic tall shipt *Adventuress* to educate, inspire and empower all to care for Puget Sound. We reach over 5,000 youth and adults each year with powerful leadership and environmental programs. In the past two decades more than 60,000 have sailed aboard *Adventuress*, taking the helm, raising the sails and experiencing the majesty of the region's waterways.

About the Northwest School of Wooden Boat Building

The Northwest School of Wooden Boat Building has, for 31 years, taught and preserved the skills and crafts associated with fine wooden boat building and other traditional maritime arts with emphasis on the individual as craftsperson. We are committed to providing men and women of all ages a quality education in traditional wooden boat building and fine woodworking.

We strive to impart sound practical knowledge in those traditional maritime skills, using wooden boats as the training medium. We hope to imbue our students with the pride and satisfaction that comes from skillful work joyfully executed.

About the Northwest Maritime Center & Wooden Boat Foundation

The Northwest Maritime Center is a multi-use waterfront campus that provides powerful maritime experiences for people of all generations. Working with schools, groups, and families, the NWMC offers programs and classes to get people out on the water in a variety of boats.

The facility itself includes a pier, public commons, classrooms, a retail Chandlery and Cafe, conference and meeting rooms, a working boat shop, a maritime library and the Pilothouse Training Center. The NWMC is also home to the Wooden Boat Foundation, which produces the largest Wooden Boat Festival in North America each September, and promotes and preserves traditional maritime skills.

About the Pacific Northwest Maritime Heritage Council

For more than 25 years the Pacific Northwest Maritime Heritage Council has worked cooperatively to protect and promote the stories of the boats, ships, explorers, tribes and others who have made the Northwest the place that it is today. The Council is made up of those museums, historic vessels, historic societies, lighthouses, historians and historic sites that together tell the complete story of where we come from.

About Three Sheets Northwest

Three Sheets Northwest (ThreeSheetsNW.com) is the region's only website providing daily local boating news, views and community. Launched in 2009 by two former *Seattle Times* and *Seattle Post-Intelligencer* newspaper reporters, Three Sheets Northwest is updated every day and features a wide range of stories by and for local boaters. The site is a community news partner with the *Seattle Times*.

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My Boat Building Tools

A List of Essential Boatshop Equipment

By Warren Jordan
Jordan Wood Boats
www.jordanwoodboats.com

An ideal tool list for wooden boat building is pretty much a matter of opinion and depends somewhat upon one's philosophy concerning this type of work. Some television woodshop personalities advocate "power, power, power," as do many contemporary woodworkers. I like to use power tools where necessary, but a wooden boat shop is not a cabinet shop and much of the joinery used in traditional boat building is accomplished by "cut-and-fit," a little at a time, until things match up.

Therefore, my ideal tool list is biased toward hand tools, with some power hand tools and a very few stationary power tools. Here is a list of the tools I use for boat building. The items marked with an asterisk (*) are the ones I consider essential:

Stationary Power Tools

*Bandsaw: First on my list of stationary power tools is a bandsaw. For work requiring mainly curved cutting, as in a boat shop, the bandsaw is indispensable. For most boat work, a 12" bandsaw with a 1/4" wide, three teeth-per-inch blade will handle all the jobs quite nicely. The bandsaw, with a sharp blade and fence, also does a good job of straight ripping.

*Table Saw: A 10" table saw is the ideal tool for ripping and beveling the many straight parts required in boat building, and it does so many other woodworking chores that I consider it an essential tool. If all one has is a table saw, one can get by without a bandsaw, with a good orbital action saber saw for cutting curves.

Planer: Although I wouldn't recommend buying one unless planning to do a lot of planing, access to a thickness planer for surfacing and dimensioning lumber is important for wood boat building since so much of the wood required for boats is not of standard lumberyard dimensions. Most cabinet or custom woodworking shops will gladly dimension stock for an hourly labor charge.

*Drill Press: I consider the drill press to be an essential tool because it has so many uses in the boat shop. Besides its obvious function as a precision hole-drilling tool, it works great as a drum sander, wire brush and a vertical lathe for turning and machining small parts. It's also the best tool for making wood plugs, using plug-cutting bits sized to match the countersink bits that are so useful in this work. A bench top model will work fine.

*Belt Sander: I use a bench top belt sander with 1" wide belt for all the jobs I once used a bench grinder for, and much more. A variety of belt grits is available for everything from shaping wooden and metal parts to sharpening tools. I find it much easier and safer than a grinding wheel for preliminary sharpening of chisels and plane irons. I simply hold the blade in the vertical position and touch it at the correct angle to the belt/platen. This produces a flat ground bevel which works fine when coupled with a final honing done on a good stone.

Jointer: A handy tool for mainly doing cabinetry type work, but what little jointing that needs to be done on a wooden boat can be accomplished with a long hand plane using this simple technique:

Hand Plane Jointing: Place the two pieces that need to be jointed back to back in a vice with the edges to be joined facing up. With a jack or jointer plane, cut a perfectly flat surface on both pieces full length, simultaneously. By planing both at the same time one need not strive for a surface that is exactly 90° to the face of the pieces. When the edges are brought together, the angles will complement each other to make a perfectly flat 180° surface.

Power Hand Tools

*3/8" Variable Speed Reversible Drill: The best all purpose boring tool. Its uses are nearly limitless in a wooden boat shop.

*3/8" Variable Speed Battery Operated Drill: Very handy for light boring and driving screws.

*Quarter Sheet Orbital Action Sander: My favorite power sander. It does all my sanding up to final hand sanding and uses standard sandpaper.

*Saber Saw Orbital Action: This versatile tool can do the work of virtually every other saw in the shop except the table saw. The adjustable orbital action converts it from a standard sabre saw into an aggressive cutting machine.

*Router: With the large variety of cutters available, this tool is an indispensable addition to any shop.

Circular Saw: Essentially a portable table saw, useful for ripping (with a guide) if no table saw or band saw is at hand and it is also handy for breaking down large sheets of plywood.

Power Hand Plane: Useful for doing lots of rough planing and heavy trimming.

Belt Sander: For heavy sanding, but I seldom use one because I've found it's too easy to get carried away and damage the work. Scraper, hand plane, spokeshave and orbital sander do the same work, with less carnage.

Hand Tools

Hammers: *Claw hammer, 16oz; *ballpeen hammer for riveting and metal work; *hardwood mallet; *backing iron; rubber mallet; sledge hammer (2lb head).

Punches: * Nail sets; *center punch.

Hand Saws: *Crosscut saw, 8 or 10 teeth per inch; *back saw and miter box; *hacksaw; *coping saw; keyhole saw; rip saw.

Planes: *Low angle block plane, does most all planing chores, including planing end grain; *rabbet plane, for cutting lap gains in lapstrake planking, etc; *jack plane or jointer plane (see jointer for description of a simple jointing technique); *scrapers; *spokeshave; smoothing plane; drawknife.

Chisels: *1/4", 1/2", 3/4" and 1" wood chisels; 2" chisel, for heavy duty paring and trimming; 1/8" gouge (veiner), for cutting caulking grooves in lapstrake planking.

Files: *Wood rasp, combination flat and half-round; *flat mill files, medium and fine, for jointing scraper blades and general metal filing.

Drill Bits: *Twist drills, from 1/16" to 1/2" by 1/32" increments; *spade bits, 1/4" to 1" by 1/8" increments; *taper bits and countersinks for #6, #8, #10, #12 screws; *plug cutters to match taper bits/countersinks; *screwdriver bits and magnetic holder; *awl, for centering and starting small screw holes and hole punching; brad point bits; electrician bits, 1/4", 5/16" and 3/8" for long bolts; brace and bits; hand drill.

Clamps: *C clamps, in various sizes, one can't have too many of these; *pipe clamps, buy the head sets and install on any length of standard pipe; *spring clamps, 1" and 2" for quickly clamping glue-up assemblies.

Measuring and Marking Tools: *Tape measure, 12'x3/4"; *framing square; *try square; *adjustable bevel gauge; *#2 1/2 pencils and sharpener; *carpenter's pencils, for heavy marking; *pencil scribe; *chalk and chalk holder, for easy-to-read, easy-to-erase wood marking; *bevel board, a board ruled with lines from 0° to 45° to the edge (after gauging an angle with an adjustable bevel, hold it against the bevel board to find the degree of bevel for setting a saw table); chalk line; compass; protractor; level.

Miscellaneous

*Various pliers and wrenches.

*Rove set, for driving roves onto rivets. Easily made from a 4" length of mild steel rod with a 3/16" hole drilled 1 1/2" into the end.

*End cutters, for nipping rivets, wire cutting etc.

* Arkansas stone and honing oil, for tool sharpening.

* Putty knives, narrow and wide.

* Artist's palette knife, a great tool for mixing small batches of epoxy and tooling calking beads.

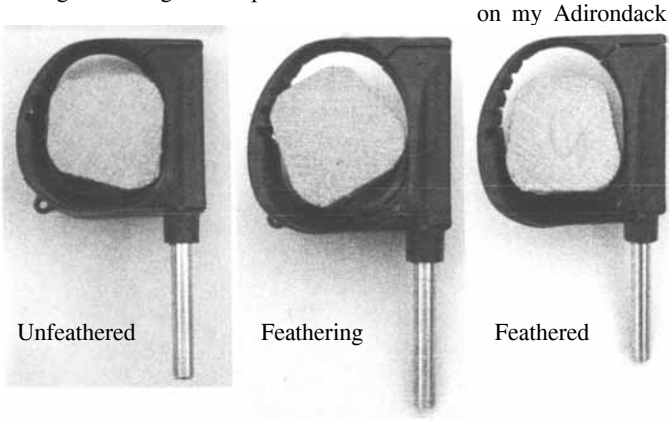
* Paint brushes, 1 1/2" and 2 1/2".

* Sandpaper, 80, 120 and 220 grit.

A Superior Oar Shaft

By John Murray

It is more by accident than design that I have arrived at an efficient and radical way of making a stiff, light shaft. The cross sectional shape goes by the rather awkward name of "isosceles trapezoid" (an isosceles triangle with the apex cut off). It was while I was playing around with different shapes that I was surprised to find that such a shape could rotate in the oarlock, as well as provide a flat section to match the D-shape oarlock. Since it had many other advantages I have been making oars using this shape.

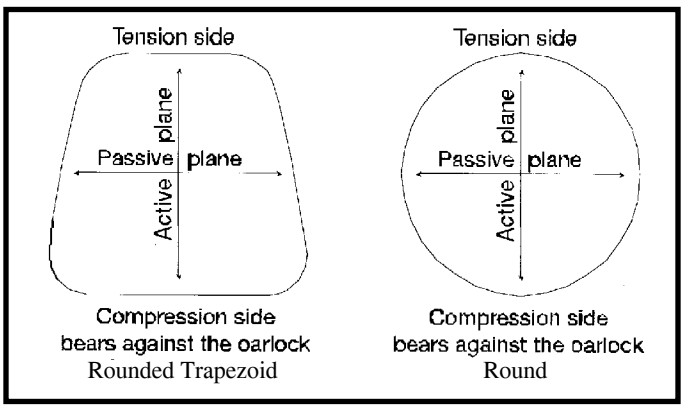


Considerations

Most oarlocks are designed for a round, less than 2" diameter shaft. When the leather protector is added the shaft is reduced to $1\frac{7}{8}$". Some fittings reduce it to $1\frac{3}{4}$" at the oarlock and this dictates the dimensions of the rest of the oar for a given length. Most properly designed oars will have approximately the same volume. Hence, they need a light strong timber. Expensive and hard to get, Sitka Spruce, is generally selected as the ideal choice.

Active and Passive Planes

The plane of the oar vertical to the water (passive plane) only needs to be strong enough to lift the blade in and out of the water, while that parallel to the water (active plane) needs to be strong and stiff to resist bending and breakage of the oar. The passive plane of a round oar is wastefully stiff. There is no reason why a heavier timber cannot be made thinner in the passive plane as long as it is still functional.



Note that the trapezoid cross section has substantial material on the tension side and even more on the compression side to compensate for the lesser compressive strength of wood. By contrast the round cross section has a minimum amount of material where it is most needed and a maximum where it is least needed.

Stiffness

It takes energy to bend an oar and this energy will be imperfectly returned at the end of the stroke when it is not as useful. I may have an argument on my hands about this as one enthusiast has told me, "The oars on my Adirondack guideboat have quite a bit of spring in them. The builder says that's intentional." In order to resolve these contrary positions, the argument should be taken to a logical conclusion. So, consider an oar made of stiff rubber that bends considerably. It is obvious that it would be quite ineffective. Now make it of stiffer and stiffer materials. It will become progressively more effective. The logical conclusion is that a perfectly stiff oar will be the most effective.

A 10% increase in thickness of the active plane will yield a 20% increase in stiffness. Both the amount of material and the distance between the compression and tension side of the active plane affect stiffness. This explains the two to one ratio. Only the amount of material in the passive plane affects stiffness, so its thickness affects stiffness on a one to one basis. This means that a $\frac{1}{8}$" increase in the active plane will allow a $\frac{1}{8}$" decrease in the passive plane, producing a lighter oar that is just as stiff.

Balance

The oar should be as light as possible especially at the outboard end. Energy can be wasted in the following ways due to poor balance:

1. For each stroke the oar reverses direction twice. Since the speed of motion at the blade end is greatest, then its weight will require the greatest effort to reverse direction (it will also slow the boat as the rower is effectively pushing back on the oarlock). The weight of the handle has less effect, as its speed is one third of the blade.

2. For each stroke the oar must be raised in and out of the water. The more balanced the oar is over the oarlock and the lighter it is, the less effort will be required to overcome inertia and weight. Extra weight in the handle helps balance the oar, but increases inertia. A sufficiently light oar will almost balance with the weight of the hand and arm holding it.

It is remarkable how much easier it is to feather a lighter oar, probably because of its lower inertia and friction at the oarlock. After all, the wrist twisting muscles are much weaker than the major muscles used in rowing.

Utility

Oarlocks made for racing sculls are designed for the utmost efficiency. They have a plastic oar holding body on a stainless pin (the Gaco is modeled on this principal) for low friction. The shaft at the oarlock employs a D-shape fitting to marry to the D-shape of the racing oarlock. This has the important function of holding the oar blade vertical to the water with little effort from the rower. The D-shape also makes for a stronger and stiffer oar. Most recreational oars and oarlocks do not have this feature.

An old catalog from Wilcox Crittendon (pp76-81 of *Boats Oars and Rowing* by R.D. Culler) shows 26 kinds of oarlocks and yet only one, called Victoria pattern, is designed to accommodate a D-shape cross section oar. However, I am old enough to remember hire boats, when most fishing was done from row boats, which had bronze D-shape oarlocks on steel posts and I still have an oar made in the '50s which has a flat section on the back, a kind of modified D-section.

All is not lost as the Douglas oarlock and the Gaco are designed to accommodate the D-shape oar. The Gaco has a plastic oar holding body that is easy on the oar especially if it is protected at the oarlock with fiberglass (which also improves stiffness and strength).

Oar Design

Racing oars these days are made of round carbon fiber, tapered hollow shafts with a meat cleaver carbon fibre sandwich blade (shaped somewhat like a meat cleaver and angled to be parallel in the water on the rowing stroke). They can be ugly especially at the bolt-on D-section adapter to the oarlock, and the black carbon fibre does not appeal. For reasons of simplicity, availability, cost and aesthetics, the shaft is best made of timber and the blade carbon fibre. A carbon fiber blade allows for the efficient complex shape needed. The shaft can be varnished and the blade painted white, thus retaining traditional aesthetics.

Characteristics of Timber

The following facts about wood characteristics are taken into consideration in the design:

1. Tension strength along the grain is approximately twice compressive strength.

2. There is a reasonable correlation between density and strength.

3 Strength across the grain is only about 4% of the strength along to the grain.

Length of Oar

This should be 1.9 times the distance between the oarlocks. The inboard part of the oar should be 26% of the length of the oar.

Cross Section

The following cross sectional shapes have been considered:

1. Round: For strength this is close to the worst shape. It is thinnest at top and bottom where it needs maximum compressive and tensile strength. In the neutral middle where very little strength is needed it is thickest. Good shape for flag poles but not much else.

2. Oval: Better than round but confined to a round shape at the oarlock and has similar negative characteristics as round.

3. Hollow: Difficult to make and inclined to fail. I well remember the hollow Oregon and spruce spars failing on other skiffs while us poorer kids with the solid Oregon masts and steel (not duralumin) centreboards went on and on, partway down the pack of course, without any problems.

4. Isosceles Trapezoid with Rounded Edges: By a process of deduction and trial and error I have selected this shape for the following reasons.

a. It allows design to accommodate the difference in tensile and compressive strength. The weaker compression side is wider than the tension side.

b. There is more width and strength at the top and bottom of the active plane where it is needed.

c. It facilitates feathering.

d. The flat section on the wider compressive side behaves like a D-section oar and holds the blade in the correct vertical position with little effort from the rower.

e. The thickness of the oar in the passive plane can be reduced to cut weight.

e. It is easy to cut with a circular saw with very little waste.

f. It employs as a starting blank the very common 2"x4".

g. For a given weight it is stronger and stiffer.

Timbers

#1 clear Douglas Fir (also called Oregon) seems readily available in recycled timber yards but elsewhere is rubbish and full of knots. I have also, with a bit of luck, been able to secure a reasonable quantity of Western Red Cedar at the same yard. Not only is this timber often of good quality, it is generally cut to a very generous 2"x4" so that its dressed size can be 2"x4". Is it not a wonderful thing to save forests by using timber that has possibly served structurally for perhaps 50 years and turn it into something beautiful and functional?

I purchased Sitka Spruce, rare in Australia, which had been imported to renovate a Tiger Moth. Surian, a type of cedar, was available at a local exotic timber yard. Some guide to their use is given below. The figure in brackets is the density relative to water. Bear in mind that these are the only timbers I have used and there must be numerous others. It is reasonably easy to research timber properties on the internet these days if in doubt.

1. Oregon (0.55 but varies): Cheapest and most readily available but must be carefully selected to avoid knots. A bit on the heavy side but made reasonable in weight by keeping the passive side slender. I might add that a slender passive side makes the pair of oars wonderfully easy to carry with one hand. Planing and routing must be done with the grain to avoid slivers of timber shattering off (the rotary action of a power plane tends to minimize this problem). The grain looks attractive when varnished.

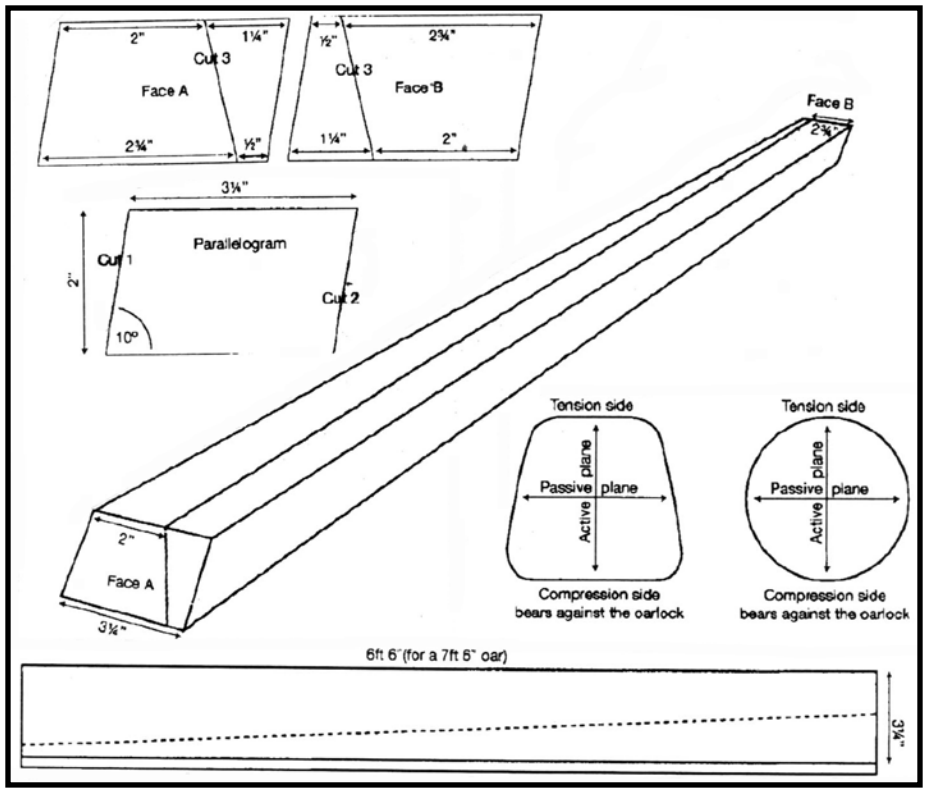
2. Sitka Spruce (0.45): Most expensive and difficult to acquire. It is light and easy to work. Finishes to a beautiful cream colour when varnished.

3. Surian (0.41): Reasonably expensive but fairly available. It is light and easy to work but soft. Finishes to a beautiful red colour.

4. Western Red Cedar (0.35): Lightest, must work with the grain to avoid splintering. It is quite pretty with a nice grain when varnished. This is my timber of choice for the shaft as it is available, very light and modestly priced.

Making the Shaft from 2"x4" Timber

The passive plane of the shaft must be tapered towards the blade to take into account the diminishing stress, which is at a maximum at the oarlock. The dimensions for cutting take this into account as well as allowing for width of cut and planing. The cutting can be achieved with three passes of the hand held circular saw.



The diagram shows the first two cuts to form the parallelogram from the 2"x4" length of timber.

1. The 2"x4" is first cut to a length 1' (30 cm) less than the overall length of the oar. The remaining foot will be made up from the blade.

2. The circular saw blade is set to an angle of 10º and the timber is cut down each side (aided by the saw guide) to a parallelogram shape whose major dimension is 3¼" (80mm). Leave the saw set to the same angle for the third cut.

3. Carefully mark the longitudinal cut by stretching masking tape along the timber. Use the dimensions shown in the diagram. This cut is easier to make with a hand held circular saw than a table saw.

Note: For long oars it is possible to increase the dimension by cutting a larger parallelogram and altering the dimensions somewhat. However, the dimensions given are more than adequate for oars up to 8' long.

NOTE WELL: Make absolutely sure that the blade is at an opposite angle to the angle of the parallel sides for this cut.

4. Plane the resulting blanks to equal size and weight. After checking stiffness you may elect to trim the passive side to suit yourself. The only stipulation is they must be able to rotate in the oarlock and of course not be too flexible or weak.

5. Taper the front of the shaft from 8" (20cm) from the tip to zero where it is going to attach to the blade

6. Rounding the shafts: The back side of the shaft should be rounded to a radius of approximately ¾" (19mm) near the oarlock area. Make sure a flat area remains to marry the oarlock. Diminish the radius going further down the shaft. A ½" radius is adequate on the front. This shaping can be done by combination of plane and sanding. Make sure the rounding allows the oar to rotate in the oarlock with about ⅛" to spare.

NB. Do not round the last 8" (20cm) of the back of the shaft where the blade is to be attached.

7. The handle can be cut with a handsaw or careful application of circular and hand saw. Finish off with sanding disk and hand sanding. It is best made 5" (150mm) long, 1⅛" (28mm) where it meets the shaft and 1½"(37mm) at the end of the oar. Reduce the dimensions for smaller hands.

8. Apply a layer of fibreglass around the oarlock area for the Gaco and attach wedges front and back as oar stops.

9. The blade can be homemade or bought (Gaco is one source). It is best attached to the back of the shaft with one screw and epoxy bog. Now knock the blade into alignment and allow the glue to set.

8. Fill in around the shaft attachment with epoxy and micro balloons and fibreglass over this.

9. Finish by filling, sanding, and painting. Ordinary enamels and undercoats are adequate, but two part polyurethane is better.

My short career as a paint chemist indicated that epoxy should not be used as a varnish because of its poor UV resistance. Ignorant of this, some of the locals have been successfully priming with epoxy. I have followed suit, thinning a little with acetone if necessary. It seems to stiffen and harden the oar. I have to presume that the subsequent coats of varnish with their included UV inhibitors have obviated the problem of solar degradation.

Final Tweaking: The Gaco oarlock can be matched to the oar using a round-backed rasp. Merely sharpen the internal radius in the plastic oar holding body to fit any discrepancy. Rub candlewax onto the oar where it meets the oarlock to facilitate feathering. Also make sure your oarlock sockets are high enough so that the blade is at the surface when you are pulling the oar at chest level.

An appreciation of the finer points of rowing combined with refined rowing equipment yields a satisfying and healthy experience. The rowing stroke can be savoured, unimpeded by clumsy and inefficient rowing gear. This will encourage a more constant use of an exercise yielding healthy mind and body. We might call it Zen and the art of row boating.

Boat Building
on the Atlantic Coast of Ghana

By John W. Robinson
jwrobinson77@gmail.com

I came to this part of the Ghanaian coast to see the old slave fortresses built by the Portuguese in the 15th century to lay claim to the riches, such as gold and ivory, of this part of the West African coast. The impressive and foreboding fortresses at Cape Coast and Elmina changed hands several times over the centuries, ending up British until Ghana finally gained its independence in 1958. These two fortresses are UNESCO World Heritage sites and visiting them is a moving experience.

Elmina, besides being home to the 1482 slave fortress, is a busy fishing village with a sizable fishing fleet. I was fortunately able to spend a day or so in the town and was able to watch the colorful fleet head out of the crowded harbor inlet in the evening and return catch-laden the following day.

The "boats" are powered by ancient-looking diesel engines, the "canoes" primarily by sail, although in recent years appendages have been added to the canoes, protruding from the aft quarter, on which the ubiquitous Yamaha 40 outboards are mounted. The outboards are used to get in and out of the inlet, otherwise power comes from well-worn sails or from broad-bladed wooden paddles in the hands of broad-backed Ghanaians.

The fleet spends all night on the typically benign swells of the Atlantic Ocean's Bay of Guinea, fishing for whatever species it is that they catch there (my apologies). The Ghanaians, based on those I met and observed, are ebullient, happy people who live joyfully in spite of often difficult conditions.

The fishermen are no exception and the festive party atmosphere in which the vessels head out in the evening is only matched by the scene upon their return the next morning. The brightly-painted vessels, festooned with colorful flags and banners, enter the harbour in the golden morning light, their catch proudly displayed to the delight of the waiting townspeople and visitors alike. It's an amazing sight.

The 200 or so vessels that make up the Elmina fishing fleet are primarily of two distinct types, the locals call one kind "canoes" and the other "boats". Both types are about 40' in length but there the similarity ends.

The so-called "boats" are built by hand in the lapstrake, planks-over-ribs-and-frames technique; the canoes are built completely differently, hewn from two or three huge logs, not unlike the Chesapeake Bay log canoes of generations ago. During my visit I ventured off the beaten path and delved deep into the harborfront ghetto, which was crowded with fishmongers, blacksmiths, net menders, machinists and boat builders.

The boat builders in particular captured my interest. The "boats," the vessels built plank-on-frame, are built by eye with minimal measuring. To see the graceful forms emerging from the seemingly disordered chaos surrounding them is striking. The "canoes," on the other hand, are built in the open, out on the broad expanse of beach fronting the town.

Typically three or four men work together on each hull, sweat glistening off their ebony skin. The work is done mostly with hand tools, adzes and axes that appear to be hundreds of years old. Again, they're built by eye, I saw no measuring devices. I did see a venerable old chainsaw being used to make the depth cuts on a canoe hull, that would certainly make the adze work go quicker.

Sometimes a piece of canvas is erected for shade from the equatorial sun, but usually not. It looks like hot, hard work but the strong men, muscles bulging, cheerfully carry it out as if there is nowhere in the world they'd rather be.

My time on the Atlantic coast of Ghana was brief, but the memories of the sights, sounds and smells of the villages and their fishing vessels, not to mention the graciousness of the people, will be with me for a long time.

The Apprentice

A Monthly Newsletter of the Apprenticeshop

From the Director

I spent the last weekend in June at the WoodenBoat show in Mystic, Connecticut. The show has been at Mystic Seaport for six years now, and even though I have worked all of shows, this was the first year I took some time to actually see some of the indoor exhibits at the museum.

It could be argued that my desire to peruse the figurehead gallery had something to do with the fact it was 95° outside and the gallery was air conditioned, but nonetheless, I enjoyed poking around the exhibits and I discovered a whole new side to the museum that I didn't think much about before. I suspect that, for many folks, the same can be said for The Apprenticeshop.

I know some of you drive by when in Rockland but maybe you might find time to spend browsing the shelves of our maritime library or wandering through our yard to see what kind of strange boats might be hiding in the tall grass? I can't offer an air conditioned respite, but the next time you find yourself in Rockland with a few minutes to spare, come by The Apprenticeshop and check out some of our hidden gems.

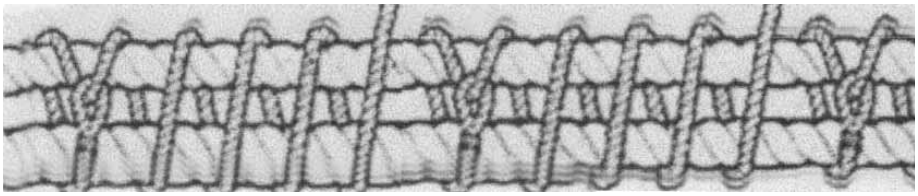
Friday, June 22, marked The Apprenticeshop's annual summer launch and graduation. Morning thunderstorms had us all nervous, but the skies cleared and the weather was beautiful for our afternoon festivities. We recognized graduating apprentices Matt Dirr, Jared Huffman, Duncan Macfarlane and Skyler Shepard. We wish them bon voyage as they take the next steps in their careers and hope they will keep in touch.

Six boats were launched that afternoon, starting with three Susan skiffs, one finished by the team of first year apprentices Chris Konecky and Daniel Creisher, the second by first year apprentices Bridget Jividen and Kirk Folk and the third was built by intensive student Otto Neumuth.

The 10' Herreshoff Columbia dinghy built by Ryan Flynn, Jared Huffman and Tim Jacobus was launched as well as the 16' Perkins Island Lighthouse tender built by Matt Dirr and Simon Jack and some students and volunteers at the Boat Shop at the Maine Maritime Museum.

Lyric, the Olympic 5.5 meter sloop restoration done by Kit Macchi, Duncan Macfarlane, Josh Robinson and Skyler Shepard, was set on the launch ramp early in the day to allow the incoming tide to encourage her planks to swell. And swell they did, though not quickly enough to keep her dry inside. With the assistance of two electric pumps, she bobbed on the surface of the water with just inches of freeboard! It was a perfect illustration of how the combination of dry-seamed construction and the meeting of old and new planks need extra time and soaking in order to seal the seams.

To learn more about The Apprenticeshop's activities visit our website www.apprenticeshop.org and check us out on Facebook: "The Apprenticeshop."

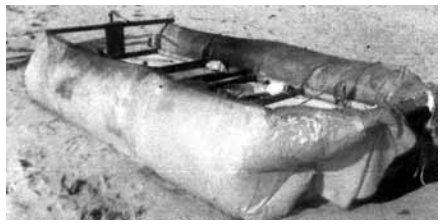


Refugee Boat

By Mike Bill
Reprinted from *The Mainsheet*
Newsletter of the Delaware River TSCA

On either late May 10 or 11, a refugee raft came ashore on Singer's Island, Florida. Seas on 5/11 were 3'-4' with 15-20kt easterly breeze. It was somewhat rough water for a 57' fishing boat (I was out on one this date and can't imagine what their ride was like). Provisions include drinking water (large bottles), gasoline (smaller dark bottles), canned food, spare drive belt, sail made from old blanket.

Apparently there were six men on board and ICE was seen scouring the island on 5/11. While the human interest story is perhaps mundane in this part of the world, the engineering of the raft was fascinating for us. Please note:



Pontoons made from tarps with integral, internal structural wood stringers oriented fore and aft, filled with polyurethane foam.

Hull made from metal roofing with integral foam core. Recycled pallet material used for additional structure. Welded rudder.

Engine and shaft removed, but sand-cast aluminum prop without keyway available for display.

Note Coast Guard inspection sticker, apparently applied post-landing.

A MANUAL FOR SMALL YACHTS

BY

Commander R. D. GRAHAM, R.N.

AND

J. E. H. TEW, A.M.I.N.A.

SECOND EDITION

BLACKIE & SON LIMITED

LONDON AND GLASGOW

XXXV

TONNAGE MEASUREMENTS

The origin of tonnage is from " tun ", a large cask. In ancient times a ship of 20 tons meant a ship that could stow 20 tuns. The earliest act dealing with ship measurements dates from 1492. In 1694 an act provided that

$$\frac{\text{Length} \times \text{Breadth} \times \text{Depth}}{94} = \text{tonnage.}$$

The length was the " distance that the keel treads the round ", breadth was measured internally, and depth was the height of the hold. The number 94 was chosen so that the result gave, approximately, the tons weight of coal that a ship could carry.

Later, as the depth was difficult to measure in a laden ship, and as it usually bore a definite relation to breadth, ½ breadth was substituted for it. The length was also difficult to measure and varied according to whether the overhangs were taken into account. To obviate this the length was measured on deck and ⅗ of the breadth deducted. This led to what is still sometimes quoted as the " Builder's Measurement ", viz:

$$\frac{(\text{L.} - \tfrac{3}{5}\text{B.}) \times \text{B.} \times \tfrac{1}{2}\text{B.}}{94} = \text{tonnage.}$$

Length is taken on deck from the fore side of the stem to the aft side of the sternpost; breadth is the maximum external beam.

This formula made the tonnage of yachts with raking sternpost excessive, and in 1855 the Royal Thames Yacht Club introduced the formula:

$$\frac{(\text{L} - \text{B}) \times \text{B} \times \tfrac{1}{2}\text{B}}{94} = \text{tonnage.}$$

This remains in force to-day as " Thames Tonnage ". Measurements are taken as for the Builder's tonnage; in yachts with a counter length is taken to the fore side of the rudder head. It is also called " length between perpendiculars ".

Men-of-war are referred to by their displacement, i.e. their actual weight.

The tonnage of merchant ships is a measure of their cubic capacity below decks, 100 cubic feet being reckoned to a ton. For gross tonnage the entire internal space is measured; for " Net Registered Tonnage " deductions are made from the gross tonnage on account of engine space, crew accommodation, storerooms, &c. The net tonnage, therefore, remains a measure of the cargo or passenger-carrying capacity. The net registered tonnage is the one on which harbour, light dues, &c., are paid, and is the only one that should be mentioned when dealing with such officials.

The Thames tonnage rule led to an unsatisfactory type of racing yacht (see p. 4) and various arbitrary formulæ depending on length, beam, sail, area, &c., have been introduced. The present international rule for class racing is:

$$\text{Rating in metres} = \frac{\text{L} + \tfrac{1}{4}\text{G} + 2\text{D} + \sqrt{\text{S} - \text{F}}}{2{\cdot}5}.$$

" G " is the girth measured by a taut string from deck round keel to deck on the other side.

" D " is the difference between G and the girth measured along the planking.

" S " is the sail area and " F " the freeboard.

Various specifications and restrictions are also laid down.

The Royal Ocean Racing Club have introduced a formula designed to produce a good cruising type. For details of allowances and specifications it is necessary to obtain the complete regulations from the secretary of the club.

XXXVI

RIGS

For what it is worth we record our opinion on rigs, and the eternal question of gaff v. Bermudian.

If your ship is of the heavy displacement type, i.e. if her displacement equals her Thames tonnage, gaff rig is best. If your yacht is of light displacement, as is probable in the case of a new ship, it depends on what sort of cruising you propose to undertake.

It is generally admitted that the Bermudian rig is very decidedly faster and closer winded when close-hauled; reaching they are equal, but when running, the gaff rig is slightly superior.

In light winds and a swell a gaff mainsail does not spill the wind so easily as a Bermudian.

When your cruising is to be mainly coasting there is nearly always a headland to weather, and good performance to windward is a great delight; we recommend the Bermudian.

If you propose to make serious passages, say of 100 miles we advise a gaff rig; we think the extreme height of a Bermudian mast is a danger; its windage in a gale is a drawback and when left in a swell after a sudden drop in the wind the strain on the rigging is excessive. There is definitely more chance of a Bermudian mast going over the side through stays parting or bad handling. The shorter gaff mast will stand a lot of ill treatment. Provided that it

stands, even to the hounds, some sort of jury rig could be improvised; while in bad weather it might not be possible even to get aloft up a Bermudian mast to clear a foul, or reeve a new halyard. In a gaff-rigged vessel you are not likely to lose the mast through a mistake in handling the runners. In a Bermudian you may not be able to get the mainsail down without luffing head to wind; with the other you can always let fly a halyard in an emergency without causing a disaster. There is also the danger of the Bermudian track jambing through a screw coming out; it should not, but we have seen it happen. To sum up we consider the gaff is a definitely more seaworthy rig.

The Bermudian mainsail with only one halyard and no gaff is, when head to wind, easier to hoist and lower, but we do not think this of great importance.

A Bermudian sail gybes more readily than a gaff sail; with any sea it is not practicable to run dead before the wind without fitting a fore guy to the boom.

Admittedly small craft have made ocean voyages with Bermudian rig, and ocean racers mostly carry it. With regard to the first they have generally been undercanvassed (e.g. *Ahto*, *Driac II*, *Firecrest* and *Tai mo Shan*). The latter are fitted out regardless of expense, carry racing crews, and are continually setting up their rigging.

Do not on any account try to compromise and ship a Bermudian mast of inadequate length. If you are afraid of the height of mast demanded by an adequate mainsail, rig your ship with a gaff; she will still sail quite well.

If your ship is not above 4 tons and will mostly sail in sheltered waters we recommend the sloop rig (only one headsail). Between 4 and 15 tons the choice lies between cutter and yawl. Up to 7 tons our preference is for a cutter, and above that for a yawl. In the latter rig the main mast can be stepped a little more forward, so that she can carry practically the same sized mainsail as she would as a cutter. The mizzen will give a little more sail area in light winds, and may be of use in manœuvring; it will enable her to lie to a sea anchor. There is more purpose in stepping a mizzen in a Bermudian than in a gaff-rigged ship; it may be necessary to keep the ship head to wind while lowering or hoisting the mainsail.

In bad weather a yawl will stow the mizzen and reef the mainsail; she will not attempt to sail under headsails and mizzen.

We do not advocate ketch rig for small craft; a ketch does not sail to windward nor handle so well as a yawl or cutter. The only reason for this rig is that a mainsail over a certain size is difficult to handle with the crew available.

Schooners, staysail schooners and wishbone rigs are only suitable for large yachts.

Twin Spinnakers: a rig for enabling a ship to run before the wind without attention at the helm has been described by Captain Waller in the yachting press. A spinnaker is set on each side and the guys led to the tiller through blocks on the quarter. As the ship yaws the weather spinnaker pulls the harder and puts the helm up. Mr. F. A. Fenger claims that by slightly separating the spinnakers and adjusting correctly the guys and tacks a ship can be made to run steadily with the helm lashed amidships.

XXXVII

PAINTING

After the winter, when a yacht has been laid up for some months, the outside paint and brightwork will have become worn and dirty, and some of it may even have begun to peel off.

The owner will then have to decide what he is going to do. Is he to have the topsides burnt off and painted, or is he to have them washed off, rubbed down, and painted? Is the varnish to be scraped off or just rubbed down? These questions must be considered before he begins to do the work himself, or before he instructs a yard to do it for him, as the cost of having a really first-class job made of the paintwork may be as much as three or four times the cost of just having the yacht painted.

Painting of Topsides.

Let us take the case of a yacht which requires to have her topsides burnt off. The procedure will be as follows:

1. See if the top and bottom edge of the boot top are scribed in. If they are not, obtain a handful of tacks and put them along the top and bottom of the boot top, not more than 2 ft. 6 in. apart. They should be closer together around the stern, where there is more shape in the line. If this is not done, it will be a very difficult matter to get the lines back after the paint has been burnt off.

2. The topsides are now ready for burning off. The tools required are a blow-lamp and one or two triangular scrapers, or one of the patent scrapers. The blow-lamp should be held in the left hand, and the scraper in the right. Start at the bow on the starboard side, and always work to the left. The paint should be scorched just enough to allow it to be scraped off easily without burning the wood. Care must also be taken not to scrape up the wood.

3. When burning off is completed it will be necessary to give the whole surface a good rub down with coarse sandpaper. All loose stopping must be carefully raked out. If the edges of the planks stand out, it may be necessary to run a plane round the seams and take off a few shavings.

4. Give one coat of priming, working the paint well into all cracks and seams where the stopping has been removed.

5. The seams and cracks should be stopped in and allowed to harden for 24 hours.

6. Give one coat of white lead paint. If the final colour is not to be white, this coat should be stained the necessary colour. Otherwise, when the topsides are accidentally chipped, the light undercoat will show up.

7. The top and bottom line of the boot top should now be scribed in, with the aid of a batten nailed to the hull. The top edge of the batten should be run along the line of tacks previously put on. After nailing the batten, it should be sighted for fairness, and any correction made before scribing in with a sharp pricker. It would probably be best to get a shipwright to put in the lines, as it is not easy to get them fair.

8. Rub down well with sandpaper.

It is assumed that one of the many yacht paints or enamels will be used for the finishing coats. Each has its own special undercoating.

9. Give one coat of undercoating.
10. Rub down lightly.
11. Give one coat of undercoating.
12. Rub down lightly.
13. Give one coat of enamel.

If the topsides are in good condition, the procedure will be as follows:

1. Go over the whole surface carefully, cutting out any blisters or loose stopping. Then give a good rub down with pumice brick and water, or water sandpaper, and dry off afterwards with mutton cloth or washleather:
2. Give the bare patches several coats of paint to bring the surface flush with the other paintwork. Alternatively, this may be done with hard stopping.
3. Give one undercoat.
4. Stop in as required.
5. Rub down lightly.
6. Give one undercoat.
7. Rub down lightly.
8. Give one coat of enamel.

If the above instructions are followed, the topsides will have a good protective covering, and will look smart.

Painting of the Bottom.

The bottom will now have to be treated. One of the main objects, apart from protecting the wood, is to give the bottom a covering on which weeds and marine growths will not thrive.

This problem has received much attention from paint manufacturers, and many antifouling compositions have been evolved and placed on the market.

The function of the composition is to remain on the hull as long as possible, while the poisons contained are dissolved at a very slow rate by the sea, thus preventing the marine growths obtaining a hold. The poisons in common use are derived from mercury and copper, and in some compositions arsenic is used.

The bottom should have a good surface of paint before the application of antifouling priming.

If the bottom has been burnt off, it should receive:

1. One coat of priming.
2. Stop in as necessary.
3. One coat of white lead paint to shade of antifouling.
4. Rub down.
5. One coat of antifouling priming.
6. One coat of antifouling composition.

If the bottom is in good condition, it will only be necessary to:

1. Rub down with water sandpaper.
2. Give one coat of antifouling priming.
3. Give one coat of antifouling composition.

The manufacturers recommend the best way to put on the composition. Some compositions function better if the yacht is launched while the composition is still wet, and others require to be dry before being put in the water.

The cost of antifouling composition varies considerably. It is not advisable to coat a vessel's bottom with black varnish before antifouling, as this kills or neutralizes the effect.

Varnish Work.

If possible, all the varnish and paint work on deck, or, at least, the preparatory work, should be done before the topsides, so that the dirt and dust will not be washed over them. To prevent this, all scuppers should be filled up with cloths or rags before the topsides are started.

On a yacht, skylights, hatches, rails, bulwarks, covering boards, cleats, mast and spars are usually varnished.

To make a good job, quite a lot of patience is required. The final result will depend more on the initial preparation of the parts to be varnished, than on the application of many coats of varnish.

Let us take a skylight as an example, and assume that the existing varnish has to be removed. Other brightwork of the vessel should be treated in the same manner.

1. Remove skylight rods, and the cleats holding them.
2. Obtain a tin of Pintoff or Nitromors varnish remover and a good triangular scraper. Using a brush, apply the remover to the varnish fairly liberally, but not so that the liquid runs off. After three or four minutes, use the scraper, and it will be found that the varnish comes off quite easily. Care must be taken, however, not to scrape up the wood. Only a small area should be coated at a time, as, after about ten minutes, it becomes difficult to get the varnish off without a further application of the remover.
3. Wash all the woodwork with turpentine.
4. Rub down well with fine sandpaper.
5. Give one coat of varnish.
6. Rub down lightly.
7. Give one coat of varnish.
8. Rub down lightly.
9. Give one coat of varnish.

If the work is new, or a very good surface is required, one more coat may be given. If the brightwork is in good condition, it should be:

1. Washed off with soap powder and water.
2. Rubbed down with fine sandpaper.
3. Given one coat of varnish.
4. Rubbed down lightly.
5. Given one coat of varnish.

When painting or varnishing, the following points should be remembered:

The surface to be treated must be dry and free from dust.

Paint brushes and varnish brushes should be kept separate. When not in use, the bristles should be immersed in paraffin in a jar.

Do not begin to paint or varnish outside unless the

weather is fairly settled. Rain on wet paint or varnish will ruin it, and it will have to be rubbed down again.

Varnish should not be put on outside much after midday in the early spring, or after three or four o'clock in the summer.

Do not paint or varnish in hot sun.

The following formulæ give an approximate area of various surfaces (dimensions in feet):

Topsides.—2 (length overall + ½ beam) × mean freeboard.

Bottom.—Length on waterline × beam × draught.

For long-keeled, straight-stemmed sailing yachts, steam yachts, and heavy displacement motor yachts, take the whole of the bottom area.

For moderate displacement cruisers take ¾ area.

For light displacement racing yachts take ½ area.

Decks.—Length overall × ¾ beam less area of skylights, deck-houses, cockpit, &c.

Spars.—Length × 2½ × mean diameter.

The covering capacities of paints vary to some extent, depending very much on the nature of the surface to be covered. The following figures will give a rough idea, assuming the surfaces to be good:

Red lead priming	500–550 square feet per gallon.
White lead paint	500–550 „ „
Enamel undercoating ..	500 square feet per gallon.
Enamel	500 „ „
Varnish	500 „ „
Antifouling priming coat ..	450–500 square feet per gallon.
Antifouling composition ..	350–500 „ „

XXXVIII

FITTING OUT LIST

The following is a reminder of the gear to be collected on fitting out. You may not need all of it, but we have provided a blank page for your own additions.

BOATSWAIN'S GEAR

Sail needles and palm.
Seaming twine; one ball tarred for whippings.
Marlinspike.
Serving mallet.
Knife.
Tallow.
Spare canvas.
Seizing wire.
Boatswain's chair.
Marline.
Sacking or old canvas for parcelling warps.
Mooring warps.
Heaving line.
Spare rope.
Spare shackles.
Spare thimbles.
Spare blocks.
Spare hanks.
Leadline.

VARIOUS

Paint, varnish and brushes.
Scrubbing brushes and deck mop.
Turps, linseed oil, and boiled oil.
Metal polish.
Bucket.

Sidelights and anchor light.
Spare glasses and wicks.
Electric torch with spare bulbs and battery.
Cabin lamp and spares.
Matches; put emergency supply in airtight jar.
Primus prickers and spare parts.
Methylated spirit.
Paraffin.

Fog horn.
Signal lights.
Lifebuoy and lifejackets.
First-aid outfit.
Carpenters' gear.
Small saw.
Hack saw and spare blades.
One small and one really powerful screwdriver.
Bradawl and gimlet.
Brace and bits.
Rope gauge and tape measure (Woolworth).
Assorted copper nails and tacks.
Assorted brass screws, ½ to 3 in.
Spanners, including one 15-in. screw spanner or pipe wrench.
Pliers, 2 pairs.
Assorted bolts and nuts.
Screw hooks and eyes.
Lubricating oil and can.
Tube plastic wood.
Cold chisel.
Oil stone.
A few short pieces of wood and some wedges.
Axe.
Wood chisel.
Files.
Vice.
Scrapers.
Case opener (from A.N.C.S., 105 Victoria Street), a useful tool for hammering or as a lever.
Paste or gum.
Old rags.
Elastic.

Whose Cart is This?

By Bob McCauley

Here are three photos of a Take-A-Part Tote given to me by Bob Sullivan, my paddling partner. We both wondered when it was manufactured and by whom? The black rubber tires are embossed on the sidewall ABH 300-24 and named "Gummi-Beckee." The spoke wheels just snap on and off quickly and the cross braces unfold upward to quickly lock onto the canvas stretch posts. Four quick disconnect pins hold it all in place.

Maybe some readers might know of the manufacturer and its background. Judging by the cracks in the rubber, it must be 50 years old.

I hope to put it to use when the water is high on the lower Salt Creek. I can park my van at the "put-in" and launch with the Tote in the kayak. Three miles later, I'll "pull out" by a parallel bike trail. I'll assemble the Tote and walk it back to the van on the bike trail.

Our Sisu 26's Westerbeke's W100 was designed to have a spring damper plate installed between the flywheel and transmission input shaft. As I noted in an earlier article, the system failed when I ran my "dock test" before planning to take prospective buyers out for a ride (with them onboard when it happened). Replacing the plate involved uncoupling the drive shaft and moving it back a few inches so the transmission could be unbolted and removed; a bit time consuming to get it done, but not a major problem.

Consider the alternative faced by members of our yacht club when their catamaran sailboat had the same problem, only the engine was connected to a sail drive system. There was no moving the drive part of the system. They had to move the motor forward from the sail drive to get room to remove and replace the damper plate. Of course, it was in a tight area with little working room. The job was done, but it took most of a day to unbolt everything and move the motor forward the space needed to get to the broken part, replace the part and then put everything back together properly.

Have you looked at the cooling hoses on your boat lately? Have they "swelled" any from the original shape? If they have swelled, you might want to consider replacement before a leak develops. One of my vehicles had the upper radiator hose split. Adding water, loosening the radiator cap and only two miles to get home got the car (and us) back to the house without overheating the engine.

I pulled the hose and took it in to the parts house to get a replacement. The parts person laid the new molded hose down beside the old hose to check the shape and length and the difference in size was obvious. The hose had swelled to the point where it split from old age and the water pressure.

We have friends on both coasts who are cruising. The boat in the Pacific is a 51' trawler and we are tracking their progress using <http://www.winlink.org/>. The website shows the designated vessel's last reported position (as well as some of the previous locations) with a date and time. The 40' catamaran sailboat in the Atlantic is on its way to Europe. We were tracking its progress (speed and course) using the marine traffic program <http://www.marinetraffic.com/ais/> until it sailed out of the coastal coverage for the program.

From the Lee Rail

By C. Henry Depew

We then switched to <http://share.findmespot.com/> to follow their progress. The SPOT program notes reported positions and a course line between the points. Since the SPOT program gives the location of each point, we can calculate their speed over ground if we wish. With any of the programs noted, we need the boat's designation within the program to find it, although the Marine Traffic Program will let us find the boat we are looking for by the process of elimination of all the traffic shown at that time.

Unfortunately, SPOT uses the Globalstar satellites and, as such, is limited to having only occasional/very sporadic coverage when further than a couple hundred miles offshore (and NO coverage at all in the middle of the ocean). The same goes for the AIS system. AIS works very well for ship to ship, but unless there is a transmitter available it will not show up online.

The people cruising in the Pacific using Winlink can send the position reports, short text email and request/download a plethora of specific weather information via their HAM radio. The radio, laptop and the boat's GPS are connected to a Tone Node Controller (TNC). The laptop uses a program called Airmail. The TNC takes the digital from the computer, converts it to analog and feeds it into the HAM radio.

There are several dozen receiving stations around the world. The information is transmitted to one of them (depending on distance and propagation). The receiving station automatically takes the HAM analog, runs it through their TNC and dumps it on the internet. Reception of email, weather, etc, is simply the reverse of the process.

This process is not fast. Once the information is loaded and sent by the user, the process (as reported to me) is measured in bytes per minute, not megabytes per second. However, the user can do this from anywhere in the world.

Rather than somehow lifting the new skiff up on top of the hearse for the trip to the coast, we decided to acquire another boat trailer as the one we have is covered with lumber and other items I may need later. We purchased a trailer and I got ready to hook it up and bring it to town, except I could not find the female connector for the trailer light connection.

For many years we had a number of boat trailers for a variety of boats, and I used one of the RV type connectors since I did not want a connector hanging under the vehicle (or trying to close the back door on a wiring set). I wired a standard trailer wire connector to the male plug and all was well. Now, when it was needed, no plug was to be found.

After a day of searching, I went off and purchased a new connector setup. Of course, the newer connectors did not match the one installed in the 1980s and I had to re-do the entire setup. After some "adjusting," all was connected and I could tow the trailer with working trailer lights.

An additional problem is that the boat's transom extends beyond the lights mounted on the trailer. I plan to mount a temporary light on the transom or tie on a red flag for the trip to the coast. At one time, we had a Sisu 22 on a trailer with the same problem of the trailer lights nowhere close to the transom of the boat.

My solution to that problem was to mount a second set of lights on the Sisu's stern using the scuppers as the support points. I had purchased the Sisu 22 unfinished and used PVC pipe for the scuppers. The part of the pipe facing outboard was threaded. All I had to do was purchase a couple of end plugs and mount the lights on 1"x6"s and mount the 1"x6"s on the plugs.

I would screw the plugs into the scuppers (with some carpet between the lumber and the boat) and the light system was mounted. A separate wire running forward along the side deck of the boat and down to the hitch took care of the lighting requirement. No boat, use the trailer light wiring; boat on trailer, use the boat light wiring. It worked quite nicely. Oh yes, the wire running from the stern to the hitch was secured in a couple of places to the boat to keep everything in place.

Builders & Restorers

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CLASSIFIED MARKETPLACE

BOATS FOR SALE

19' Atkin XLNC Utility Skiff, designed by William & John Atkin. *Ravenstrike* was launched in '98. She is lapstrake cypress, fastened w/copper rivets. Bottom is cross-planked cypress w/silicon bronze screws. Power is 3 cyl 20hp Yanmar, fresh water cooled w/keel coolers & water cooled exhaust. Engine has about 55hrs. Color pictures of boat & significant additional info about *Ravenstrike* are available on the website of Cannell Payne & Page, Yacht Brokers under their powerboat headings, as I have listed the boat for sale with them. You may call me directly as their commission is protected if I should sell it. Asking price is $25,000 which will seem reasonable if you view her on their site.
TURNER MATTHEWS, Bradenton FL, (941) 794-8722. (10)

Florida Bay Peep Hen, by Sovereign Yachts, '97. 15'x6'x18", 300lbs. ballast. 119sf gaff (cat) rig, easily raised & lowered. 5hp 4-stroke Mercury OB, 5 hrs. Trlr w/jack & spare. Cruising amenities above deck incl cockpit cushions, bimini, & screened cockpit enclosure. Below are 2 berths, small galley, portable head & plenty of stowage. Forward on deck is a well for ground tackle. Cond of all components is exc. $6,500.
BILL LONG, NJ, (856)786-1599, goldenoldies56@yahoo.com (10)

True North, available, 28'x7'x1' Shearwater yawl, gd cond, Bolger designed, Edey & Duff built, '87, #7, '97 Yahama 10hp, 2 axle trlr/brakes, full cockpit tent, dodger, awnings. $15,000,
MIKE HOWSLEY, DeRidder, LA , (337) 462-9384, http://s1258.photobucket.com/albums/ii530/snappy64/TRUE%20NORTH-Shearwater%20sailboat/, mhows@ymail.com (10)

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Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of $8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at 25¢ per word per issue. To assure accuracy, please type or print your ad copy clearly.

Mail to Boats, 29 Burley St, Wenham, MA 01984, or e-mail to maib.office@gmail.com. No telephone ads please.

Raggedy Annie, '84 Seaward Slipper 17 totally rigged for solo sailing & living aboard for extended periods of time while cruising. She draws 16" swing c/b up & about 4' when fully down. Reconditioned from rigging to sails, interior etc. in '05-'08 by seller under the supervision of master boat builder, David Laux. New red sails, CDI furler for the jib, all lines led aft, 1 main halyard winch. New standing rigging & c/b pennant & c/b. Nissan long shaft 4hp o/b. Twin bunk in forepeak. Outfitted for solo use but could be a sleeper for 3 easily. Trlr w/electric brakes, full roller bunks w/64 rollers, new '09. Drop axle for easy launch & retrieval, 2-speed winch on trlr. Price w/trailer & motor $3,500.
ANNE WESTLUND, Cedarville, MI, (906) 484-6803 early evenings, westlund@lighthouse.net (10)

Klepper Aerius 2-Seater Folding Kayak, old but in like new cond. Used less than a dozen times. Original 3 packing bags, snap lock wooden frame allows assembly in under 20 minutes, Klepper wooden paddles. Available in northern CA but can easily be shipped. $1500 or NBO.
RUDY DOORMANN, Napa, CA, (707) 265-8415, rdoormann@vom.com (10)

10' Rowing/Sailing Skiff, built from Clarkcraft PB-17 (Packette 10) plans approx. 40 years ago. Nice looking simple & light. 9'4"loa x 4'6" beam. Fir ply finished bright inside & paint outside, epoxy coated inside and out, glassed seams. Have sails aluminum mast, bright finished boom, & oars. VGC ready to go. $775. **9'8" Rowing Skiff,** scaled down Weekend Skiff. Meranti ply & glass/epoxy covered. Black paint outside, bright inside. Boat only, no oars. $425. Lots of years left in these boats. Delivery possible within a hundred miles or so with pre-payment.
GREG GRUNDTISCH, Lancaster. NY (Buffalo area), (716) 681-1315, grundy@fantasiadesign.com (TF)

16' Old Town Canoe, wood & canvas, '20s I believe. Gd cond structurally, a few cracked ribs, needs re-covering & new keel, seat repair & caning. Could be patched & used gently until winter, then restored. $650 **Cut-down Old Town War Canoe**, 16' w/transom. Was covered w/fg & polyester resin which kept the structure in vy gd cond & is easily removable. Needs re-covering & as much restoring as you would like. It would be possible to build a new stern, or acquire another damaged one for parts, or use as an easily driven skiff. $500. I am willing to help w/transportation in Southern NE. Can e-mail pictures if interested.
JIM GLISTA, Enfield, CT, (860) 745-2243, jtg.2319@yahoo.com. (10)

17' Wood Canoe, built by F.W. Young, Auburndale, MA. Caned seats, 3 paddles. $995.
RICHARD DOWNES, Mashpee, MA, (508) 539-3944. (10)

Unfinished Project, here's a project that I will never finish offered as a package deal: Pacific galv boat trlr w/Extend-A-Hitch, only used twice, for $3,000 (under my cost), and Toy, my 22' foot Chinese rigged (190sf) sailing dory for FREE. I've got $11,430.15 invested in the boat & trlr, and 797.5 hours labor on the boat, but have never solved launching & retrieval problems. I now realize that even if I did, trailering is not my thing. The boat has a weighted drop keel, birdsmouth hollow mast & jointed aluminum battens. There's an o/b motor well. Below is unfinished except for 2 berths & a head compartment. Hatches are Maurice Griffiths double coaming style. There's remote anchor deployment forward, all marine ply covered w/Xylol/epoxy. Boat & trlr are registered & up-to-date. Trlr specs: 1 axle, GVWR 2,500lbs. All, including the trlr ball, await a new owner here in my Mill Valley, CA driveway. Perhaps the new owner would one day take me out for a spin.
DEREK VAN LOAN, Mill Valley, CA, (415 388-0743, dervanloan@yahoo.com (10)

Bristol 29.9 Sloop, '79, IB Yanmar Diesel. Halsey Herreshoff designed cruiser. Quantum sails in vy gd cond. Spinnaker & whisker pole. Stable & comfortable cruiser. 30' length, 10-1/2' beam, 4-1/2' draft. New standing rigging, lifelines, cushions, etc.. In great shape & ready to cruise. Located boat yard Eliot, ME. See ad Craigslist, ME.
JACK MAULL, Exeter, NH, 603) 772-0826, jmaull@ehr.org (10)

13.5' Melonseed Skiff, the lovely *Judith Rose* built by me in '06. Okoume plywood & white oak w/teak trim. Dacron sail made by the late Jack Wong of Potomac Sails. She's beautiful to look at & a smooth, fast, dry sailer, a little yacht w/no jumping about necessary. $2,600. An aluminum Trailex trlr is $700 additional.
MARSHALL KATZ, Alexandria, VA, (703) 941-4310, smallboatsailor@hotmail.com (9)

Enigma 12, Matt Layden designed, simple race winning beach cruiser. Professionally built, 85% complete. Incl trlr & spruce stock for spars. Health forces sale.
DON McGREGOR, Ft. Pierce, FL, (772) 332-8689. (9)

14' Piscataqua Wherry, Hull #1. Fits in bed of pickup. Gd cond, but can use some cosmetic TLC. $1,800. (Compare to cost of new bare hull.)
DAVE TURA, Mystic, CT, (617) 763-1455. davidtura@live.com (9)

17' Folbot, w/custom lateen sail rig, 2 leeboards, rudder-tiller. Everything in gd cond. $300 takes all!
JIM TOMKINS, jtboatworks@gmail.com (9)

17' O'Day Daysailer, bought sight unseen but way too big for me to use. I am used to canoes & kayaks. W/main & jib, trlr, rudder, c/b, etc. No motor, none came with it. Hull is red. On a scale of 1-10 it is a 7-8. Previous owner kept it covered outside but some rain got in (and drained out) so it needs to be washed up. Google "17' O'Day Sailboat" to see pictures. I will sell it dirt cheap to pass it on & get it off my property. $450 firm and you can sail it away.
JIM POLLES, Bethlehem, PA, (610) 442-7410, aeronca52@gmail.com (9)

20' Formula Sportsman, '83 deep-V fishing boat in turnkey cond. Rated up to 8 passengers. Will go anywhere. Single 250hp Mercruiser (great mileage), Merc outdrive. Top speed 55mph, cruise 35mph. Large V-berth (cushions recovered, porta potti, front hatch to service anchor, extra anchor & line, life jackets, o/b motor bracket for trolling or emergency power, fg cockpit floor, 4 rod holders, 2 recent high-strength batteries, new bilge pump, 4-wheel EZ Loader Super trlr recently serviced, ss deck rails. Recent maintenance incl carb rebuild, elec system work, re-upholster front seats, rework of outdrive. Have receipts for all recent (4 years) work. Extra parts incl carb, belts, depth/fish finder. Sell or trade for 17'19' Bow Rider.
BEN MAINELLA, Barrington, RI, (401) 245-9017, (401) 580-2623 (Cell). (9)

SAILS & RIGGING FOR SALE

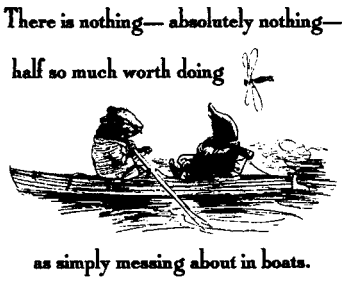
Beetle Cat Rig, spars, sail, standing & running rigging. Old but little used. Gd cond. $200.
JON ABORN, Buzzards Bay MA, (508) 759-9786, joneaborn@aol.com, (9)

Sails, main & jib for 22'-26' sailboat, main & jib for 18'-22' sailboat, 25' mast & 9'6" boom.
BEN MAINELLA, Barrington, RI, (401) 245-9017, (401) 580-2623 (Cell). (9)

GEAR FOR SALE

Wee Lassie Strongback/Mold, for original McCarthy plan, nice cond. $125.
JOHN EBERLE, Redding, CT, (203) 938-0749 (10)

4 WC 1-1/2" Bronze Pintles, fit 1-1/2" thick rudder, never used, pintle is 4-3/4", side is 5", $20/4 or $10/2 a pair.
BOB GUESS, Norfolk, VA (757)440-1101, bob guess@cox.net



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MAIB Collection, '88-'08, 2 years per box, $12 per box. Box #1: '88, '89, '90. Box #2: '91, '92. Box #3: '93, '94. Etc.. Price incl shipping within USA. Boxes shipped on clearance of funds. Send completed mailing label for each box ordered plus money order or check payable to:
COLIN KING, 275 SE Corliss Ave., Corvallis, OR 97333. (10)

WoodenBoat **Magazines,** 115+ back issues, '05 plus some earlier/later. Must take all & pick up. $30.
JOHN EBERLE, Redding, CT, (203) 938-0749 (10)

27 Volumes, mostly Atkin from *Motor Boating* series but incl Rabl, Monk, Schock, *Rudder* designs & others. Designs from '30s, '40s & '50s. $540. ***Sports Afield Boatbuilding Annual***, 7 issues from'50s & '60s. $125. ***How to Build 20 Boats***, 21 issues '30s through '70s. $275. All above are books of buildable boat designs. **Various Designs,** 38 volumes on how to build and miscellaneous, newer. $190. **Traditional Small Craft**, 7 volumes by Gardner, Culler & others. $70. All above for $1,100. Buyer pays shipping from Seattle WA area. This opportunity to acquire library of classic boat designs is not likely to be repeated.
LARRY HARRIS, Everett, WA, (425) 258-4033. (9)

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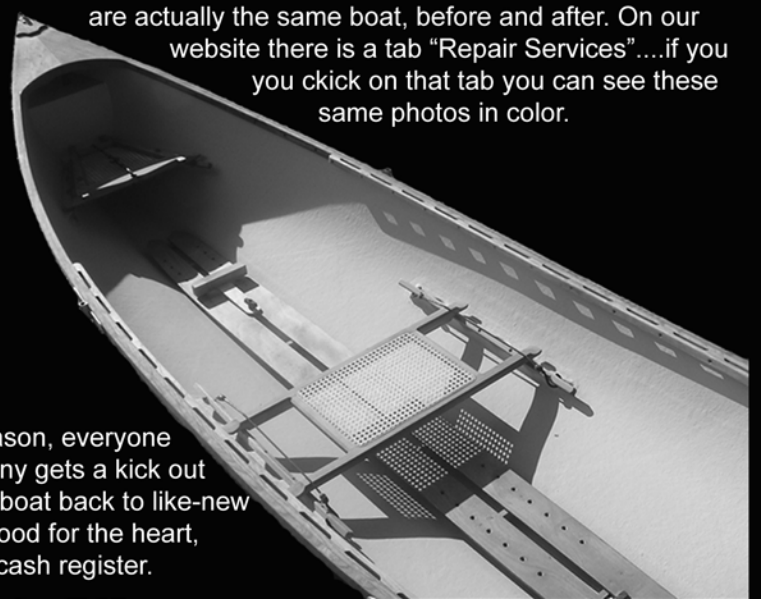
Shows
Sept 20-23 Norwalk Boat Show, Norwalk CT
Oct 4-8 US Sailboat Show, Annapolis MD
Oct 11-14 US Powerboat Show, Annapolis MD

USED BOATS, ANYONE?

A surprising trend has emerged in our company.....we have become a prime buyer of our own boats. In some cases these boats were rarely used..... in other cases the boats were well used....almost used up....and we restored them to like-new condition. Of course, the only reason we buy these boats is to resell them. At reduced prices, of course. How reduced? That depends. It depends on their condition; on how much work we had to put into them....and it depends on the season. As we enter autumn.....this is prime selling season for our used and demo boats. As this ad is prepared 5 weeks in advance of MAIB's cover date....we have no idea what boats we will have on hand in September.....but the Norwalk Boat Show, in Norwalk, CT, has always been a prime selling venue for used boats. We also sell these boats from our shop and ship them to wherever they are wanted.

On our website we now keep a real-time posting of boats on hand, new and used. Check it out.

Regarding the photos below.....a family in the Adirondacks owns 6 of our boats...every few years we gather them up, bring them back to Vermont and do whatever restoration work is needed. The two boats shown below are actually the same boat, before and after. On our website there is a tab "Repair Services"....if you you ckick on that tab you can see these same photos in color.



For some reason, everyone in our company gets a kick out of bringing a boat back to like-new condition....good for the heart, good for the cash register.